



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

400 Seventh Street, S.W.  
Washington, D.C. 20590

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If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

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AUTO SAFETY HOTLINE  
(800) 424-9393  
Wash. D.C. Area 366-0123

UMTRI - 96 - 8  
VERSION 05

UM-3699-98  
1998 Plymouth Breeze

# In-depth Vehicle Occupant Report

The University  
of Michigan  
Transportation  
Research Institute

UMIVOR-UMIVOR-UMIVOR



## **DISCLAIMERS**

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The crash investigation process is an inexact science which requires that physical evidence such as skid marks, vehicular damage measurements, and occupant contact points are coupled with the investigator's expert knowledge and experience of vehicle dynamics and occupant kinematics in order to determine the pre-crash, crash, and post-crash movements of involved vehicles and occupants.

Because each crash is a unique sequence of events, generalized conclusions cannot be made concerning the crashworthiness performance of the involved vehicle(s) or their safety systems.

## UM-3699-98

Case Veh. (A): 1998 Plymouth  
Type: Breeze, 4-door sedan  
Driver: 57-year-old male  
CDC: 12-FYEW-1

Vehicle (B): 1996 Toyota  
Type: Avalon, 4-door sedan  
Driver: 43-year-old male  
CDC: 99-00000-0

### Situation

(Slide 1, 2) At the time of the crash, the weather was foggy, the roads were wet, and it was daylight. Case vehicle (A) was traveling west at a driver-estimated speed of 64 kph (40 mph) in the westbound lane of a 2-lane asphalt road in a rural area. Vehicle (B) had been stopped facing south in the southbound lane at a 4-leg intersection. As case vehicle (A) was proceeding through the 4-leg intersection on a yellow-flashing light, the driver of vehicle (B) began crossing the westbound lane, so as to continue traveling south. The driver of case vehicle (A) steered to the right and applied the brakes, but was unable to avoid striking the left-rear side of vehicle (B) with its left-front corner.

(Slide 3, 4, 5, 6, 7) Using the SMASH accident-reconstruction program and c-values measured for case vehicle (A), the following Equivalent Barrier Speed was calculated:

Vehicle	Variable	Calculated Velocity Change - kph (mph)		
		Total	Longitudinal	Latitudinal
Case Vehicle (A)	EBS	14 (9)	-14 (-9)	0 (0)

### Exterior Damage

(Slide 8) Damage to the front of case vehicle (A) was minor, with a maximum crush of 7 cm to the left-front bumper corner. (Slide 9) The direct damage began at the left-front bumper corner and extended 91 cm across the front bumper, resulting in 61 percent front-end overlap and 59 percent vehicle overlap. (Slide 10) The front bumper was deformed

and the left headlight assembly was broken. (Slide 11) The hood was crushed, and the rear edge of the hood was slightly elevated. (Slide 12, 13) There was no damage to the hood latch or hood hinges. On the left side, the front fender was crushed, and the left wheelbase was reduced 2 cm. (Slide 14) There was no damage to the right side and no change in the right wheelbase.

### Interior Damage

(Slide 15, 16) This vehicle is equipped with steering-wheel and passenger frontal-impact airbags which deployed during the frontal impact. (Slide 17, 18) There was no damage to the steering wheel and no rotation of the steering column. (Slide 19) The left-center portion of the windshield was cracked from driver left-hand contact. (Slide 20, 21) There was no damage to the upper or mid portions of the instrument panel, but there were scuff marks on the lower portion of the instrument panel from driver contact, although no injuries were noted. (Slide 22) There was no damage to the center dash or glove compartment area. There was no other interior damage and no intrusions were noted.

### Occupant Kinematics and Injuries

(Slide 23, 24) The 57-year-old obese male driver was wearing the 3-point restraint, as evidenced by a light scuff mark on the D-ring from the shoulder belt webbing. He reportedly had the seat in the rear-track position, and the tilt steering in the mid-position. (Slide 25) The shoulder-belt anchor point was adjusted to the low-position on the B-pillar, and he reportedly had his right hand at the 2:00 o'clock position and was honking the horn with his left hand. Loading from the shoulder portion of the 3-point belt during the frontal impact resulted in a contusion to the left side of his chest. He sustained a 25% compression fracture at the superior end plate of T8, but the cause of this injury is not apparent. (Slide 26) He was honking the horn with his left hand and he sustained an abrasion and contusion to the left dorsal hand from the deploying airbag flinging his hand

into the windshield, as evidenced by a star-pattern crack in the windshield above and to the left of the steering wheel. He also sustained a contusion to the dorsal left elbow, probably from contact with the vehicle interior during the airbag fling. The deploying airbag also contacted his forehead, resulting in erythema to his forehead. (Slide 27, 28) Scuff marks on the lower portion of the instrument panel indicate driver contact, but no injury was noted.

(Slide 29) The attached table summarizes the injury information for the driver.

Occupant: Driver  
 Restraints: 3-point restraint worn, airbag deployed

Age: 57 years  
 Stature: 180 cm (5 ft 11 in)

Sex: Male  
 Mass: 122 kg (270 lb)

Injury Description	A.I.S.	Injury Source		
		Definite	Probable	Possible
Erythema, forehead	1	Airbag	Vehicle interior (airbag fling)	Unknown
Contusion, left chest	1	3-point restraint (shoulder portion)		
Contusion, left dorsal wrist	1	Windshield (airbag fling)		
Abrasion, left dorsal wrist	1	Windshield (airbag fling)		
Contusion, left dorsal elbow	1			
25% compression fracture at T8 superior end plate	3			
<u>Maximum A.I.S. Level</u>	<u>3</u>			
<u>Injury Severity Score</u>	<u>10</u>			





TIME

DATE OF COLLISION                      / 98  
m m d d y y

HOUR OF COLLISION 0806  
(24 HOUR CLOCK) 19 22

LOCATION

STATE: MICHIGAN

STATE FIPS CODE

26  
23 24

AREA

- (1) URBAN  
(2) RURAL  
(9) UNKNOWN

2  
25

ENVIRONMENTAL CONDITIONS

LIMITED-ACCESS HIGHWAY

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
26

ROAD, TOTAL TRAFFIC LANES  
(FOR CASE VEHICLE)

- (1) 1-LANE  
(2) 2-LANES  
(3) 3-LANES  
(4) 4 OR MORE LANES  
(5) DIVIDED, 4 OR MORE LANES  
(6) PARKING LOT/DRIVEWAY  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

2  
27

INTERSECTING RD, TOTAL LANES  
CHOOSE FROM ABOVE LIST, OR

- (8) NOT APPLICABLE

2  
28

TYPE OF ROAD SURFACE

- (1) ASPHALT  
(2) CONCRETE  
(3) GRAVEL  
(4) MORE THAN ONE (CIRCLE EACH)  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

1  
29

ROAD DEFECTS

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
30

ENVIRONMENTAL CONDITIONS

CONSTRUCTION ZONE

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
31

ROAD ALIGNMENT  
VERTICAL PLANE

- (1) LEVEL  
(2) CREST OF HILL  
(3) SLOPE (2%)  
(4) BOTTOM OF HILL  
(9) UNKNOWN

1  
32

ROAD ALIGNMENT  
HORIZONTAL PLANE

- (1) STRAIGHT  
(2) CURVE  
(3) T - SHAPED  
(4) Y - SHAPED  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

1  
33

SURFACE COVERING

- (10) DRY  
(21) WATER - DAMP  
(22) WATER - WET  
(23) WATER - PUDDLED  
(29) WATER - AMOUNT UNKNOWN  
(31) SNOW - LOOSE  
(32) SNOW - PACKED  
(39) SNOW - CONDITION UNKNOWN

22  
34 35

- (41) ICE  
(51) SLUSH  
(61) SPILLED GRAVEL  
(71) OTHER: \_\_\_\_\_  
(99) UNKNOWN

VISIBILITY LIMITATION  
(FOR CASE VEHICLE)

- (0) NONE  
(1) CLOUDY/DARK  
(2) FOG  
(3) SMOKE  
(4) WINDSHIELD CONDITION  
(5) GLARE  
(6) RAIN  
(7) OTHER: \_\_\_\_\_  
(8) ICE/SNOW  
(9) UNKNOWN

2  
36

VISIBILITY OBSTRUCTION  
(FOR CASE VEHICLE)

- (0) NONE  
(1) BUILDING  
(2) SIGN  
(3) VEGETATION (E.G. BUSHES, SHRUBS)  
(4) TREE  
(5) HILL OR CURVE IN ROAD  
(6) VEHICLE IN TRANSPORT  
(7) OTHER: \_\_\_\_\_  
(8) PARKED VEHICLE  
(9) UNKNOWN

0  
37



## GENERAL INFORMATION GI-3

## CRASH DETAILS

## CASE VEHICLE AND OBJECT

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
45

## CASE VEHICLE ROLLOVER

- (0) NO ROLLOVER  
(1) YES, FIRST EVENT  
(2) YES, SUBSEQUENT EVENT  
(3) YES, SEQUENCE UNKNOWN  
(9) UNKNOWN

0  
46

CASE VEHICLE RAN OFF ROADWAY  
(BEFORE FIRST IMPACT)

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
47

MOVING CASE VEHICLE AND  
CONTACTED MOVING VEHICLE

- (0) NO  
(1) YES  
(9) UNKNOWN

1  
48

CASE VEHICLE AND  
CONTACTED STOPPED VEHICLE

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
49

STOPPED CASE VEHICLE AND  
CONTACTED VEHICLE

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
50

TOTAL NUMBER  
OF VEHICLES CONTACTED  
BY CASE VEHICLE IN CRASH

- (8) 8 OR MORE  
(9) UNKNOWN

1  
51

ANY FIRE IN THIS CRASH  
(NOT JUST CASE VEHICLE)

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
52

HIGHEST POLICE INJURY  
SEVERITY CODE IN CRASH  
(NOT JUST CASE VEHICLE)

- (0) O - NO INJURY  
(1) C - POSSIBLE INJURY  
(2) B - NON-INCAPACITATING INJURY  
(3) A - INCAPACITATING INJURY  
(4) K - FATAL  
(5) INJURED, SEVERITY UNKNOWN  
(6) DIED PRIOR TO ACCIDENT  
(7) NON-FATAL INJURY  
SEVERITY UNKNOWN  
(9) UNKNOWN

1  
53

## DRIVER IMPAIRMENT

DRIVER ALCOHOL INVOLVEMENT  
(CASE VEHICLE)

- (0) NONE  
(1) YES  
(9) UNKNOWN/NOT REPORTED/  
NO DRIVER

0  
54

DRIVER ALCOHOL BAC  
(CASE VEHICLE)

- (80) NO TEST  
(90) CHEMICAL TESTS, NO RESULTS  
(95) AUTOPSY, NO RESULTS  
(99) UNKNOWN

80  
55 56

WAS THERE MENTION OF DRIVER  
IMPAIRMENT FOR CASE VEHICLE?

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
57

## LIST IMPAIRMENTS MENTIONED:

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## POST - CRASH DETAIL

MANNER CASE VEHICLE  
LEFT SCENE

- (1) DRIVEN  
(2) TOWED DUE TO DAMAGE  
(3) TOWED, NOT DUE TO DAMAGE  
(4) TOWED, REASON UNKNOWN  
(9) UNKNOWN

2  
58

## ACCIDENT SCHEMATIC

ACCIDENT DESCRIPTION: CASE VEHICLE (A) WAS TRAVELING WEST AT A DRIVER-ESTIMATED SPEED OF 40 MPH (64 KPH) IN THE WESTBOUND LANE. VEHICLE (B) WAS

STOPPED FACING SOUTH AT THE 4-LEG INTERSECTION. AS CASE VEHICLE (A) WAS PROCEEDING THROUGH THE INTERSECTION, VEHICLE (B) BEGAN TO CROSS THE WESTBOUND ROAD. THE DRIVER OF CASE VEHICLE (A) BRAKED AND STEERED TO THE RIGHT BUT WAS UNABLE TO AVOID STRIKING THE LEFT-REAR OF VEH. (B).

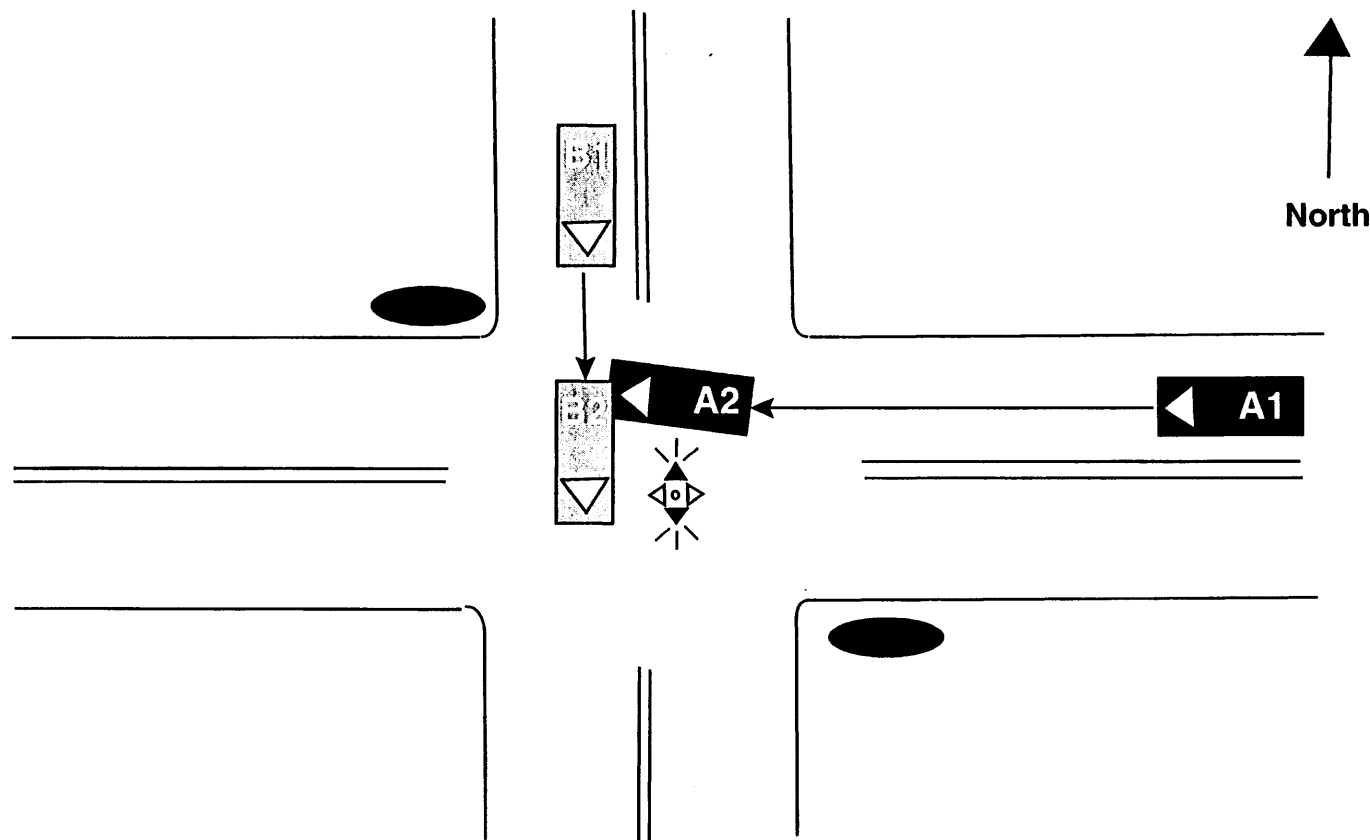
CASE VEHICLE (A): 1998 PLYMOUTH BREEZE

OTHER VEHICLE (B): 1996 TOYOTA AVALON

THIRD VEHICLE (C): \_\_\_\_\_



NORTH



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from the previous card.Module 0 V Format 0 1  
9 10 11 12

OTHER VEHICLE OV-1

MAKE: TOYOTA  
MODEL: AVALON XL 4-DOOR SEDANCARGO: UNKNOWN

VIN

13

29

MANUFAC/BODY CODE

18328  
30 34

MAKE/MODEL CODE

1605  
38

MODEL YEAR

1996

VEHICLE MASS (kg)

001490  
41 46IF SEPARATE REPORT WAS MADE,  
GIVE VEHICLE NUMBER0NUMBER OF OCCUPANTS  
(ENTER 9'S IF UNKNOWN)01  
49

TRAVELING SPEED (km/h)

995  
52

- (000) PARKED OR STOPPED  
 (995) JUST STARTING UP  
 (996) BACKING UP  
 (997) SPEED NOT EXCESSIVE (BUT UNKNOWN)  
 (998) SPEED EXCESSIVE (BUT UNKNOWN)  
 (999) UNKNOWN

HIGHEST POLICE INJURY SEVERITY  
CODE FOR THIS VEHICLE

- (0) O - NO INJURY  
 (1) C - POSSIBLE INJURY  
 (2) B - NON-INCAPACITATING INJURY  
 (3) A - INCAPACITATING INJURY  
 (4) K - FATAL  
 (5) INJURED, SEVERITY UNKNOWN  
 (6) DIED PRIOR TO ACCIDENT  
 (7) NON-FATAL INJURY  
     SEVERITY UNKNOWN  
 (8) UNOCCUPIED VEHICLE  
     (NOT APPLICABLE)  
 (9) UNKNOWN

1  
53

## VEHICLE TYPE

## PASSENGER VEHICLE

- (02) LARGE  
 (03) LIMOUSINE  
 (17) PICKUP CAR  
 (20) UNKNOWN PASSENGER VEHICLE BODY  
 (24) SUB-MINI  
 (25) MINI  
 (26) SUB-COMPACT  
 (27) COMPACT  
 (28) INTERMEDIATE  
 (29) FULL

28  
54 55

## MULTIPURPOSE PASSENGER VEHICLE

- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",  
E.G. JEEP, BRONCO)  
 (15) LARGE UTILITY (WHEELBASE MORE THAN 107",  
E.G. PANEL TRUCK, SUBURBAN)  
 (16) PICKUP TRUCK WITH CANOPY/SHELL COVER  
 (17) PICKUP CAR WITH CANOPY/SHELL COVER  
 (21) MOTOR HOME  
 (22) PICKUP TRUCK WITH SLIDE-IN CAMPER  
 (23) PICKUP CAR WITH SLIDE-IN CAMPER  
 (31) CHASSIS-MOUNTED CAMPER

## TRUCK

- (11) VAN  
 (12) PICKUP TRUCK  
 (13) UNKNOWN LIGHT TRUCK  
 (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)  
 (16) PICKUP TRUCK WITH CANOPY/SHELL COVER  
 (22) PICKUP TRUCK WITH SLIDE-IN CAMPER  
 (30) UNKNOWN TRUCK TYPE  
 (31) CHASSIS-MOUNTED CAMPER  
 (33) DELIVERY VAN (WALK-IN)  
 (34) STRAIGHT TRUCK  
 (35) TRUCK-TRACTOR (BOBTAIL)  
 (36) CHASSIS-CAB  
 (37) UNKNOWN HEAVY TRUCK  
 (38) TRACTOR & SEMI-TRAILER (SEMI)  
 (39) TRUCK (OR SEMI) & FULL TRAILER(S)

## BUS

- (40) UNKNOWN BUS TYPE  
 (41) SCHOOL BUS  
 (42) INTERCITY BUS (BETWEEN CITIES)  
 (43) TRANSIT BUS (INTRACITY)  
 (44) STREETCAR (ON TRACKS)  
 (68) TRAIN (CARS)  
 (69) LOCOMOTIVE (ENGINE, SWITCHER)

(99) UNKNOWN

WHEELBASE (cm)  
(999) UNKNOWN272  
56 57 58

Duplicate columns 1-8  
from the previous card.

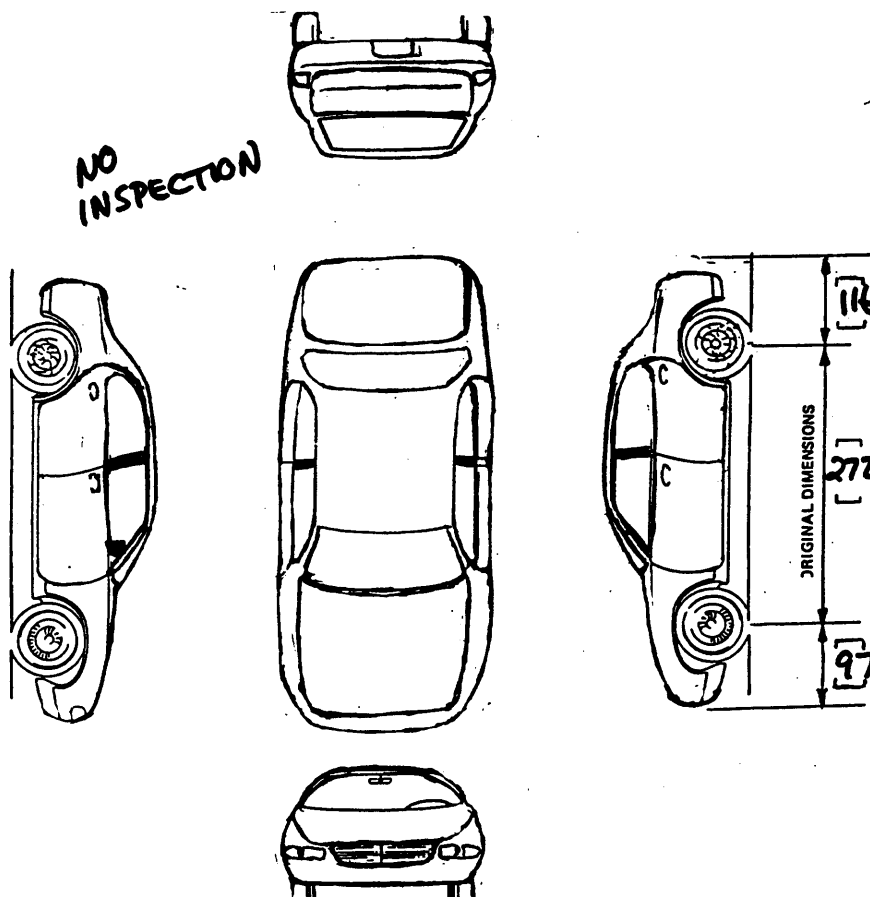
Module 0 V Format 0 2  
9 10 11 12

OTHER VEHICLE OV-2

### ORIGINAL SPECIFICATIONS

Wheelbase	<u>272</u> cm	Front Overhang	<u>097</u> cm
Curb Weight	<u>1490</u> kg	Rear Overhang	<u>116</u> cm
Average Track Width	<u>154</u> cm	Undeformed End Width (UEW)	<u>179</u> cm
Overall Length	<u>483</u> cm	Engine Displacement	<u>3.0</u> L
Overall Width (OAW)	<u>179</u> cm	Engine: # of Cylinders	<u>06</u>

### VEHICLE DAMAGE



### FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) 999 cm

Front-End Overlap (Percent) =  $\frac{DDL}{UEW}$  99 %

Vehicle Overlap (Percent) =  $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$  99 %

Duplicate columns 1-8  
from the previous card.Module V D Format 0 1  
9 10 11 12

## VEHICLE DESCRIPTION VD-1

MAKE: PLYMOUTH  
MODEL: BREEZE 4-DOORCARGO: NONE

VIN

13

29

MANUFAC/BODY CODE 13428  
30 34MAKE/MODEL CODE 0506  
38MODEL YEAR 1998  
1 9 9 8VEHICLE MASS (kg) 001328  
41 46ODOMETER (km)  
(ENTER 9'S IF UNKNOWN) 888888  
(ENTER 8'S IF ELECTRONIC) 47 52NUMBER OF OCCUPANTS 01  
(ENTER 9'S IF UNKNOWN) 54TRAVELING SPEED (km/h) 40 064  
57

- (000) PARKED OR STOPPED  
 (995) JUST STARTING UP  
 (996) BACKING UP  
 (997) SPEED NOT EXCESSIVE (BUT UNKNOWN)  
 (998) SPEED EXCESSIVE (BUT UNKNOWN)  
 (999) UNKNOWN

## STOLEN VEHICLE

- (0) NO  
 (1) YES  
 (8) NOT COLLECTED  
 (9) UNKNOWN

8  
60

## BODY STRUCTURE

- (1) BODY & FRAME  
 (2) UNITIZED  
 (3) INTEGRAL-STUB FRAME  
 (4) BODY & PLATFORM FRAME  
 (E.G. VW BUG)  
 (5) PARTIALLY UNITIZED  
 (7) OTHER: \_\_\_\_\_  
 (9) UNKNOWN

2  
61

## TRANSMISSION

- (0) NONE  
 (1) AUTOMATIC  
 (2) MANUAL  
 (9) UNKNOWN

1  
62

## VEHICLE TYPE

## PASSENGER VEHICLE

- (11) 2-DOOR HARDTOP (NO UPPER B-PILLAR)  
 (12) 2-DOOR SEDAN OR COUPE  
 (ANY UPPER B-PILLAR)  
 (13) 4-DOOR HARDTOP  
 (14) 4-DOOR SEDAN  
 (15) STATION WAGON  
 (16) CONVERTIBLE  
 (18) OTHER PASS. VEH.: \_\_\_\_\_  
 (19) PASSENGER VEHICLE, TYPE UNKNOWN

14  
58 59

## MULTIPURPOSE PASSENGER VEHICLE

- (21) SMALL UTILITY (E.G. JEEP, SCOUT, BRONCO)  
 (22) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)  
 (23) VAN, SIZE UNKNOWN  
 (24) VAN, SMALL (MINI)  
 (25) VAN, LARGE  
 (29) MPV, TYPE UNKNOWN  
 (30) MOTOR HOME

## TRUCK

- (31) PICKUP TRUCK, UNKNOWN  
 (32) PICKUP TRUCK, SMALL (DOWNSIZED)  
 (33) PICKUP TRUCK, LARGE

(99) UNKNOWN

LOCATION OF TRANSMISSION  
SELECTOR LEVER

- (1) FLOOR  
 (2) CONSOLE  
 (3) COLUMN  
 (7) OTHER: \_\_\_\_\_  
 (9) UNKNOWN

2  
63

## STEERING

- (1) POWER  
 (2) MANUAL  
 (9) UNKNOWN

1  
64

## BRAKES

- (1) POWER  
 (2) MANUAL  
 (9) UNKNOWN

1  
65

## VEHICLE DESCRIPTION VD-2

## TYPE OF BRAKES

- (1) DRUM, ALL WHEELS  
 (2) DISC, FRONT WHEELS  
 (3) DISC, ALL WHEELS  
 (9) UNKNOWN

2  
66

WHEELBASE (cm)  
 (999) Unknown

274  
74 75 76

## BRAKE ANTI-LOCK DEVICE

- (0) NONE INSTALLED  
 (1) TWO-WHEEL  
 (2) FOUR-WHEEL  
 (7) EQUIPPED, UNKNOWN WHEELS  
 (9) UNKNOWN

9  
67

PLASTIC ANTI-LACERATIVE  
 INNER LAYER GLASS EQUIPPED

- (0) NONE  
 (1) WINDSHIELD  
 (2) WINDSHIELD AND SIDE  
 (7) OTHER  
 (9) UNKNOWN

0  
77

## AIR CONDITIONING IN VEHICLE

- (0) NO  
 (1) YES  
 (8) NOT COLLECTED  
 (9) UNKNOWN

8  
68

## TYPE OF DRIVE

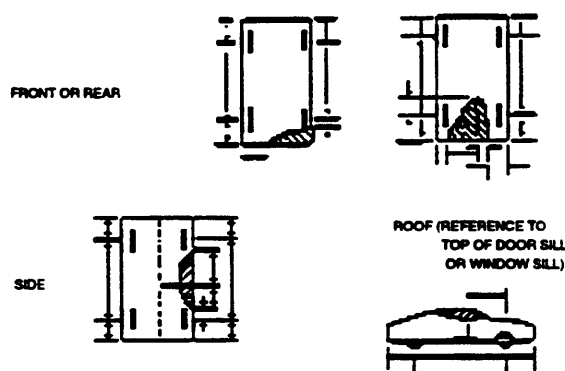
- (1) REAR WHEEL  
 (2) FRONT WHEEL  
 (3) FOUR WHEEL  
 (4) ALL WHEEL DRIVE  
 (9) UNKNOWN

2  
69

## FIELD INVESTIGATOR INSTRUCTIONS:

1. INDICATE CRUSHED AREAS BY OUT-LINING NEW PERIMETER OF VEHICLE AND SHADING THE DAMAGED AREAS ON THE LARGE SKETCH ON PAGE VD-3. USE AS MANY SKETCHES AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.
2. ENTER THE DIMENSIONS ON THE SKETCH(ES) MEASURED TO THE POINT OF MAXIMUM PENETRATION BY THE OBJECT(S) CONTACTED. USE THE EXAMPLES BELOW AS A GUIDE.
3. ENTER THE THREE DIMENSIONS TO THE CENTER OF THE WHEELS (WHEELBASE, FRONT AND REAR OVERHANGS) ON BOTH SIDES OF THE CAR.
4. ADD OTHER DIMENSIONS AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.

## EXAMPLES:



## DUAL REAR WHEELS

- (0) NO  
 (1) YES  
 (9) UNKNOWN

0  
70

## ORIGINAL TYPE OF RESTRAINT SYSTEM

- (1) ACTIVE BELT  
 (2) PASSIVE BELT  
 (3) AIRBAG  
 (4) KNEE BOLSTERS  
 (7) OTHER: \_\_\_\_\_  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

3  
71

## EQUIPPED WITH ROLL BAR

- (0) NO  
 (1) YES  
 (9) UNKNOWN

0  
72

## TYPE OF ROOF

- (0) NONE  
 (1) SOLID  
 (2) T-TOP CLOSED  
 (3) T-TOP OPEN  
 (4) SUN ROOF CLOSED  
 (5) SUN ROOF OPEN  
 (6) CONVERTIBLE CLOSED  
 (7) CONVERTIBLE OPEN  
 (8) OTHER: \_\_\_\_\_  
 (9) UNKNOWN

1  
73



Duplicate columns 1-8  
from the previous card.

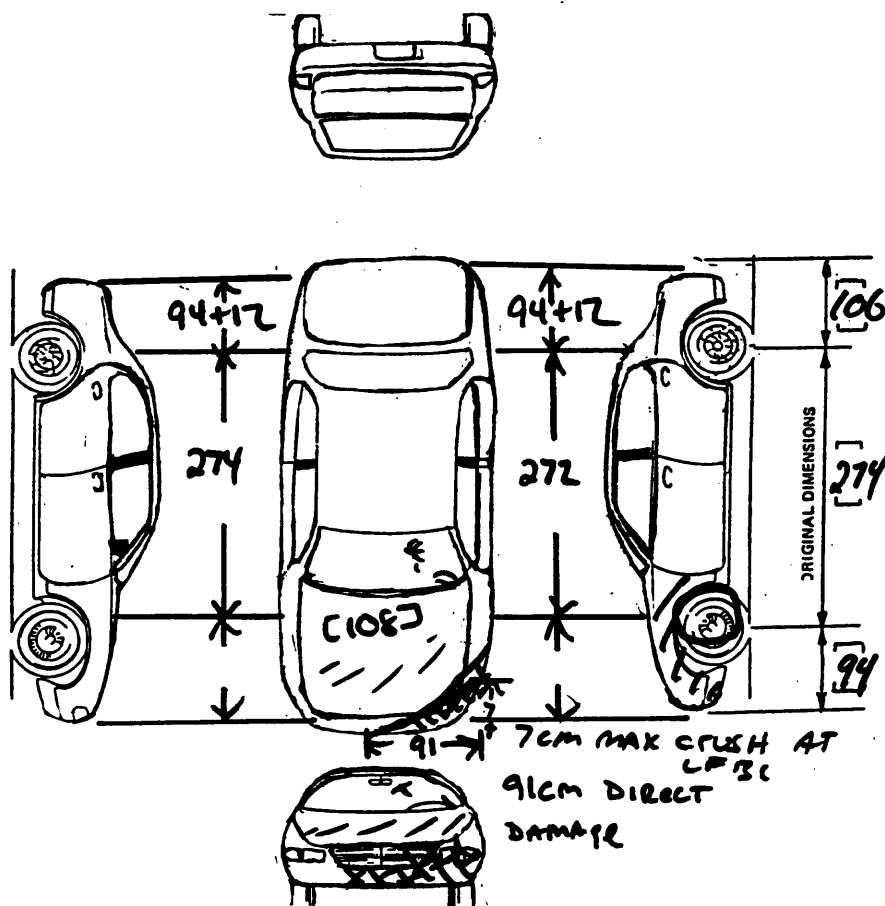
Module V D Format 0 2  
9 10 11 12

# VEHICLE DESCRIPTION VD-3

## ORIGINAL SPECIFICATIONS

Wheelbase	<u>274</u> cm	Front Overhang	<u>094</u> cm
Curb Weight	<u>1328</u> kg	Rear Overhang	<u>106</u> cm
Average Track Width	<u>153</u> cm	Undeformed End Width (UEW)	<u>150</u> cm
Overall Length	<u>474</u> cm	Engine Displacement	<u>2.4</u> L
Overall Width (OAW)	<u>182</u> cm	Engine: # of Cylinders	<u>04</u>

## VEHICLE DAMAGE



## FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) 091 cm

Front-End Overlap (Percent) =  $\frac{DDL}{UEW}$  91 150 61 %

Vehicle Overlap (Percent) =  $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$  91 + 1/2 (182 - 150) 182 59 %

Duplicate columns 1-8 from the previous card.           Module <u>D</u> <u>A</u> Format <u>0</u> <u>2</u> 9    10         11  12		DAMAGE    DA-1	
<b>PRIMARY</b>	CASE VEHICLE PRIMARY CDC	CONTACTED VEHICLE ASSOCIATED CDC	
EVENT NUMBER	$\begin{array}{r} 1 \\ \hline 13 \end{array}$	<i>veh. B</i>	
IMPACT SPEED (km/h)	$\begin{array}{r} 999 \\ \hline 14 \quad 15 \quad 16 \end{array}$	$\begin{array}{r} 999 \\ \hline 35 \quad 36 \quad 37 \end{array}$	
ESTIMATED BY	$\begin{array}{r} 1 \\ \hline 17 \end{array}$	$\begin{array}{r} 1 \\ \hline 38 \end{array}$	
CRUSH (cm)	$\begin{array}{r} 007 \\ \hline 18 \quad 19 \quad 20 \end{array}$	$\begin{array}{r} 999 \\ \hline 39 \quad 40 \quad 41 \end{array}$	
CDC #1	$\begin{array}{r} 12.FYEW.1 \\ \hline 21 \qquad \qquad \qquad 27 \end{array}$	$\begin{array}{r} 99.0000.0 \\ \hline 42 \qquad \qquad \qquad 48 \end{array}$	
CDC #2	$\begin{array}{r} 98.0000.0 \\ \hline 28 \qquad \qquad \qquad 34 \end{array}$	$\begin{array}{r} 99.0000.0 \\ \hline 49 \qquad \qquad \qquad 55 \end{array}$	
Duplicate columns 1-8 from the previous card.           Module <u>D</u> <u>A</u> Format <u>0</u> <u>3</u> 9    10         11  12			
<b>SECONDARY</b>	CASE VEHICLE SECONDARY CDC	CONTACTED VEHICLE ASSOCIATED CDC	
EVENT NUMBER	$\begin{array}{r} \phantom{000} \\ \hline 13 \end{array}$		
IMPACT SPEED (km/h)	$\begin{array}{r} \phantom{000} \\ \hline 14 \quad 15 \quad 16 \end{array}$	$\begin{array}{r} \phantom{000} \\ \hline 35 \quad 36 \quad 37 \end{array}$	
ESTIMATED BY	$\begin{array}{r} \phantom{000} \\ \hline 17 \end{array}$	$\begin{array}{r} \phantom{000} \\ \hline 38 \end{array}$	
CRUSH (cm)	$\begin{array}{r} \phantom{000} \\ \hline 18 \quad 19 \quad 20 \end{array}$	$\begin{array}{r} \phantom{000} \\ \hline 39 \quad 40 \quad 41 \end{array}$	
CDC #1	$\begin{array}{r} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \\ \hline 21 \qquad \qquad \qquad 27 \end{array}$	$\begin{array}{r} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \\ \hline 42 \qquad \qquad \qquad 48 \end{array}$	
CDC #2	$\begin{array}{r} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \\ \hline 28 \qquad \qquad \qquad 34 \end{array}$	$\begin{array}{r} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \phantom{000} \\ \hline 49 \qquad \qquad \qquad 55 \end{array}$	
<b>CODES</b>			
EVENT NUMBER	IMPACT SPEED ESTIMATOR	CRUSH	
(8) NOT APPLICABLE (9) UNKNOWN	(1) INVESTIGATOR (2) DRIVER (3) POLICE (4) "CRASH" PROGRAM (5) OTHER COMPUTER PROGRAM SPECIFY: _____ (7) OTHER: _____ (8) NOT APPLICABLE (NO VEHICLE/NO IMPACT)	(998) NOT APPLICABLE (NO VEHICLE/DAMAGE) (999) UNKNOWN CDC (9800000) NOT APPLICABLE (9900000) UNKNOWN	

Duplicate columns 1-8  
from the previous card.Module D A Format 0 1  
9 10 11 12

DAMAGE DA-2

## MAXIMUM SHEET METAL CRUSH

(cm) (999) UNKNOWN

FRONT 007  
13 15RIGHT SIDE 000  
16 18REAR 000  
19 21LEFT SIDE 000  
22 24ROOF 000  
25 27OTHER 000  
28 30CHRONOLOGICAL SEQUENCE  
OF DAMAGE/INJURY PRODUCING CRASH EVENTS  
FOR CASE VEHICLENOTE: IF CHRONOLOGICAL ORDER  
IS UNKNOWN, EVENT  
ORDER IS OPTIONALDO YOU KNOW THIS TABLE  
TO BE IN CHRONOLOGICAL ORDER? 1

31

(0) NO  
(1) YES

EVENT NUMBER	IMPACT LOCATION (1) ON ROADWAY (2) SHOULDER/MEDIAN/GORE (3) ON ROADSIDE (4) OUTSIDE ROADSIDE RIGHT-OF-WAY (5) OTHER (6) OFF ROADWAY, LOC. UNK. (9) UNKNOWN	IMPACT CONFIGURATION FOR CODES, SEE TABLE ON PAGE DA-3.	OBJECT/VEHICLE CONTACTED FOR CODES, SEE TABLE ON PAGE DA-4.
# 1	<u>1</u> 32	<u>13</u> 34	<u>28</u> 36
#2	<u>—</u> 37	<u>—</u> 39	<u>—</u> 41
#3	<u>—</u> 42	<u>—</u> 44	<u>—</u> 46
#4	<u>—</u> 47	<u>—</u> 49	<u>—</u> 51
#5	<u>—</u> 52	<u>—</u> 54	<u>—</u> 56
#6	<u>—</u> 57	<u>—</u> 59	<u>—</u> 61
#7	<u>—</u> 62	<u>—</u> 64	<u>—</u> 66

DAMAGE DA-3

CODES FOR  
IMPACT CONFIGURATIONFRONT OF CASE VEHICLE

- (11) AND FRONT OF CONTACTED VEHICLE
- (13) AND SIDE OF CONTACTED VEHICLE
- (14) AND REAR OF CONTACTED VEHICLE
- (16) ENDSWIPED BY CONTACTED VEHICLE
- (17) AND OBJECT
- (19) AND UNKNOWN OTHER VEHICLE CONFIGURATION

LEFT SIDE OF CASE VEHICLE

- (21) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (22) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (23) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (24) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (25) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (26) SIDESWIPED BY CONTACTED VEHICLE
- (27) AND OBJECT
- (29) AND UNKNOWN OTHER VEHICLE CONFIGURATION

REAR OF CASE VEHICLE

- (31) AND FRONT OF CONTACTED VEHICLE
- (33) AND SIDE OF CONTACTED VEHICLE
- (34) AND REAR OF CONTACTED VEHICLE
- (36) ENDSWIPED BY CONTACTED VEHICLE
- (37) AND OBJECT
- (39) AND UNKNOWN OTHER VEHICLE CONFIGURATION

RIGHT SIDE OF CASE VEHICLE

- (41) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (42) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (43) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (44) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (45) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (46) SIDESWIPED BY CONTACTED VEHICLE
- (47) AND OBJECT
- (49) AND UNKNOWN OTHER VEHICLE CONFIGURATION

## OTHER

- (57) VEHICLE TO OBJECT
- (58) VEHICLE TO VEHICLE
- (59) VEHICLE TO VEHICLE, CONFIGURATION UNKNOWN

## ROLLOVER

- (61) LESS THAN 360°
- (62) 360° OR MORE
- (69) DETAILS UNKNOWN

## UNKNOWN

- (99) IMPACT TYPE UNKNOWN

DAMAGE DA-4

## CODES FOR VEHICLE/OBJECT CONTACTED

## VEHICLE/OBJECT GROUPS

- (00) NO OBJECT
- (01) - (39) PASSENGER VEHICLE & TRUCK
- (40) - (69) OTHER VEHICLE
- (70) - (76) PEDESTRIAN & ON-ROADWAY OBJECT
- (77) - (97) OFF-ROADWAY OBJECT
- (98) OTHER (DESCRIBE)
- (99) UNKNOWN

## PASSENGER VEHICLE

- (02) LARGE
- (03) LIMOUSINE
- (17) PICKUP
- (20) UNKNOWN PASSENGER VEHICLE BODY
- (24) SUB-MINI
- (25) MINI
- (26) SUB-COMPACT
- (27) COMPACT
- (28) INTERMEDIATE
- (29) FULL

## SIZE

## WHEELBASE

- |              |                                |
|--------------|--------------------------------|
| SUB-MINI     | < 2286 mm (< 90")              |
| MINI         | 2286 - 2412 mm (90" - 94.9")   |
| SUB-COMPACT  | 2413 - 2539 mm (95" - 99.9")   |
| COMPACT      | 2540 - 2666 mm (100" - 104.9") |
| INTERMEDIATE | 2667 - 2793 mm (105" - 109.9") |
| FULL         | 2794 - 2920 mm (110" - 114.9") |
| LARGE        | 2921 - 3174 mm (115" - 124.9") |
| LIMOUSINE    | > 3175 mm (> 125")             |

## MULTIPURPOSE PASSENGER VEHICLE

- (11) SMALL VAN (MINI)
- (12) PICKUP
- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",  
E.G. JEEP, BRONCO)
- (15) LARGE UTILITY (WHEELBASE MORE THAN 107",  
E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (17) PICKUP CAR WITH CANOPY/SHELL COVER
- (21) MOTOR HOME
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (23) PICKUP CAR WITH SLIDE-IN CAMPER
- (31) CHASSIS-MOUNTED CAMPER

## TRUCK

- (11) SMALL VAN (E.G. ECONOLINE)
- (12) PICKUP TRUCK
- (13) UNKNOWN LIGHT TRUCK
- (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (30) UNKNOWN TRUCK TYPE
- (31) CHASSIS-MOUNTED CAMPER
- (33) DELIVERY VAN (WALK-IN)
- (34) STRAIGHT TRUCK
- (35) TRUCK-TRACTOR (BOBTAIL)
- (36) CHASSIS-CAB
- (37) UNKNOWN HEAVY TRUCK
- (38) TRACTOR & SEMI-TRAILER (SEMI)
- (39) TRUCK (OR SEMI) & FULL TRAILER(S)

## BUS

- (40) UNKNOWN BUS TYPE
- (41) SCHOOL BUS
- (42) INTERCITY BUS (BETWEEN CITIES)
- (43) TRANSIT BUS (INTRACITY)
- (44) STREETCAR (ON TRACKS)

## MOTORCYCLE

- (50) UNKNOWN MOTORCYCLE TYPE
- (51) 1 - 75 cc
- (52) 76 - 125 cc
- (53) 126 - 250 cc
- (54) 251 - 500 cc
- (55) 501 - 750 cc
- (56) 751 cc +
- (57) 3-WHEELS (OR WITH SIDECAR)

## SPECIAL PURPOSE VEHICLE

- (60) UNKNOWN/OTHER SPECIAL VEHICLE (DESCRIBE)
- (61) SNOWMOBILE
- (62) ATV (ALL TERRAIN VEHICLE)
- (63) AMPHIBIOUS VEHICLE
- (64) FARM VEHICLE
- (65) CONSTRUCTION VEHICLE
- (66) TRAILER, PRIVATE (CAMPER)
- (67) TRAILER, COMMERCIAL (CARGO)
- (68) TRAIN (CARS)
- (69) LOCOMOTIVE (ENGINE, SWITCHER)

## OBJECT

- (70) PEDESTRIAN
- (71) BICYCLIST, OTHER PEDALCYCLIST
- (72) PEDESTRIAN CONVEYANCE (E.G. PERSON RIDING  
ANIMAL, CART)
- (73) LARGE ANIMAL
- (74) FALLEN OBJECT (E.G. OBJECT DISLODGED FROM  
OTHER VEHICLE, FALLEN TREE, ROCKS)
- (75) ROCKS
- (76) CONSTRUCTION EQUIPMENT (EXCLUDING (65))
- (77) SIGN POST, UTILITY POLE, TREE..
- (78) DITCH
- (79) EMBANKMENT, SNOWBANK, RR TRACKS RR X
- (80) GROUND (ROLLOVER ONLY)
- (81) CURB (DAMAGE PRODUCING IMPACTS ONLY)
- (82) CULVERT
- (83) FENCE
- (84) HYDRANT, SHORT POST, STUMP
- (85) SMALL POST/TREE, RURAL MAIL BOX, MILE  
MARKER, DELINEATOR
- (86) BUILDING
- (87) PIER, PILLAR, BRIDGE SUPPORT
- (88) ABUTMENT, RETAINING WALL
- (89) BRIDGE RAIL
- (90) GUARD RAIL, LEADING SECTION
- (91) GUARD RAIL, MIDDLE OR UNKNOWN
- (92) GUARD RAIL, TRAILING SECTION
- (93) GUARD POST (TIMBER, METAL, CONCRETE)
- (94) CABLE, FENCE BARRIER
- (95) CONCRETE BARRIER (MEDIAN)
- (96) IMPACT ATTENUATOR
- (97) BREAKAWAY FEATURES



Duplicate columns 1-8 from the previous card.		Module <u>C</u> <u>R</u> Format <u>0</u> <u>1</u> 9 10 11 12		CRASH RECONSTRUCTION CR-1 for $\Delta V$			
		CASE VEHICLE PRIMARY IMPACT			CASE VEHICLE SECONDARY IMPACT		
		CASE VEHICLE	CONTACTED VEHICLE	CASE VEHICLE	CONTACTED VEHICLE		
EVENT NUMBER		<u>1</u> 13		<u>47</u>			
$\Delta V$ (km/h)	TOTAL	<u>9</u> — 14 15 16	<u>9</u> — 32 33 34	<u>48</u> <u>49</u> <u>50</u>	<u>66</u> <u>67</u> <u>68</u>		
	LONGITUDINAL*	<u>9</u> — 17 — — 20	<u>9</u> — 35 — — 38	<u>51</u> — — — <u>54</u>	<u>69</u> — — — <u>72</u>		
	LATERAL*	<u>9</u> — 21 — — 24	<u>9</u> — 39 — — 42	<u>55</u> — — — <u>58</u>	<u>73</u> — — — <u>76</u>		
*NOTE: THESE $\Delta V$ COMPONENTS MUST INCLUDE SIGN.							
EXAMPLES: 10 km/h = $\pm 010$ -7 km/h = $-007$							
ENERGY DISSIPATED BY CRUSH (kj)		<u>9</u> — 25 — — 28	<u>9</u> — 43 — — 46	<u>59</u> — — — <u>62</u>	<u>77</u> — — — <u>80</u>		
RECONSTRUCTION							
(01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL		<u>12</u> 29 30		<u>63</u> <u>64</u>			
(21) RECONSTRUCTED, LOW CONFIDENCE LEVEL							
(22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL							
(23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL							
NOT RECONSTRUCTED BECAUSE							
(02) INSUFFICIENT DATA							
(03) EXCESSIVE UNDERRIDE/ OVERRIDE							
(04) ROLLOVER							
(05) VAULTING							
(06) OTHER TRAVEL IN MORE THAN ONE PLANE							
(07) NON-HORIZONTAL FORCE							
(08) SIDESWIPE-TYPE DAMAGE							
(09) YIELDING OBJECT							
(10) OTHER: _____							
(11) AT LEAST ONE VEHICLE BEYOND SCOPE							
(12) OTHER VEHICLE NOT INSPECTED							
MODE							
(1) CDC ONLY		<u>5</u> 31		<u>65</u>			
(2) CDC & DETAILED DAMAGE							
(3) TRAJECTORY & CDC							
(4) TRAJECTORY & CDC & DETAILED DAMAGE							
(5) NOT RECONSTRUCTED							
COMPUTER PROGRAM SPECIFY: _____							

Duplicate columns 1-8 from the previous card.		Module <u>C</u> <u>R</u> Format <u>0</u> <u>2</u> 9 10 11 12		CRASH RECONSTRUCTION for EBS		CR-2	
		CASE VEHICLE PRIMARY IMPACT		CASE VEHICLE SECONDARY IMPACT			
		CASE VEHICLE	CONTACTED VEHICLE	CASE VEHICLE	CONTACTED VEHICLE		
EVENT NUMBER		<u>1</u> 13		<u>  </u> 47			
EBS (km/h)	TOTAL	<u>014</u> 14 15 16	<u>8-</u> 32 33 34	<u>  </u> <u>  </u> <u>  </u> 48 49 50	<u>  </u> <u>  </u> <u>  </u> 66 67 68		
	LONGITUDINAL*	<u>-014</u> 17 20	<u>8-</u> 35 38	<u>  </u> <u>  </u> <u>  </u> 51 54	<u>  </u> <u>  </u> <u>  </u> 69 72		
	LATERAL*	<u>+000</u> 21 24	<u>8-</u> 39 42	<u>  </u> <u>  </u> <u>  </u> 55 58	<u>  </u> <u>  </u> <u>  </u> 73 76		
NOTE: THESE EBS COMPONENTS MUST INCLUDE SIGN.							
EXAMPLES: 10 km/h = ± 010 -7 km/h = -007							
ENERGY DISSIPATED BY CRUSH (kj)		<u>0012</u> 25 28	<u>8-</u> 43 46	<u>  </u> <u>  </u> <u>  </u> 59 62	<u>  </u> <u>  </u> <u>  </u> 77 80		
RECONSTRUCTION							
(01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL		<u>22</u> 29 30		<u>  </u> <u>  </u> 63 64			
(21) RECONSTRUCTED, LOW CONFIDENCE LEVEL							
(22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL							
(23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL							
NOT RECONSTRUCTED BECAUSE		<u>9</u> <u>-9</u> <u>0</u>					
(02) INSUFFICIENT DATA							
(03) EXCESSIVE UNDERRIDE/ OVERRIDE							
(04) ROLLOVER							
(05) VAULTING							
(06) OTHER TRAVEL IN MORE THAN ONE PLANE							
(07) NON-HORIZONTAL FORCE							
(08) SIDESWIPE-TYPE DAMAGE							
(09) YIELDING OBJECT							
(10) OTHER: _____							
(11) AT LEAST ONE VEHICLE BEYOND SCOPE							
(12) OTHER VEHICLE NOT INSPECTED							
MODE							
(1) CDC ONLY		<u>2</u> 31		<u>  </u> 65			
(2) CDC & DETAILED DAMAGE							
(3) TRAJECTORY & CDC							
(4) TRAJECTORY & CDC & DETAILED DAMAGE							
(5) NOT RECONSTRUCTED							
COMPUTER PROGRAM SPECIFY: <u>CRASH</u>							



Duplicate columns 1-8  
from the previous card.

Module C R Format 0 3  
9 10 11 12

# CRASH RECONSTRUCTION CR-3

## NOTES:

1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
2. MEASURE  $C_1$  TO  $C_6$  FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
3.  $D$  IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
4. USE THE CENTER OF THE WHEELBASE AS THE CG.

CASE VEHICLE

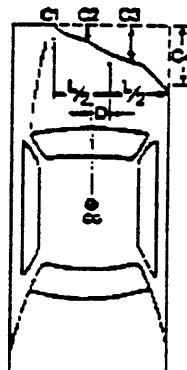
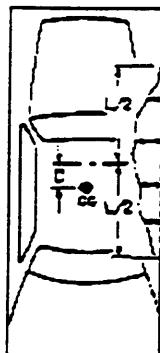
LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

Specific Impact No.	Location of Direct Damage	Location of Field L
1	16cm RIGHT OF CENTER BEGINS AT LEFT-FRONT BUMPER CORNER	BC to BC

## PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other \_\_\_\_\_
- (9) Unknown



DL \_\_\_\_\_

UDL \_\_\_\_\_

## CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card).

Duplicate columns 1 - 12 for each completed line.

Specific Impact Number	Plane of Impact C-Measur.	Direct Damage		Field L	C <sub>1</sub>	C <sub>2</sub>	C <sub>3</sub>	C <sub>4</sub>	C <sub>5</sub>	C <sub>6</sub>	±D
		Length (DDL)	Max Crush								
1	1	91	32	150	32	15	6	4	10	22.5	29.5
FREESPACE			25		25	12	2	2	12	25	
TOTAL			7		7	3	4	2	0	0	
1	1	091	007	150	007	003	004	002	000	000	-030
13	14	15 16 17	18 19 20	21 22 23	24 25 26	27 28 29	30 31 32	33 34 35	36 37 38	39 40 41	42 43 44 45
2											

Duplicate columns 1-8  
from the previous card.

Module C R Format 0 4  
9 10 11 12

# CRASH RECONSTRUCTION CR-4

- NOTES:**
1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
  2. MEASURE  $C_1$  TO  $C_6$  FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
  3.  $D$  IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
  4. USE THE CENTER OF THE WHEELBASE AS THE CG.

OTHER VEHICLE  
LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

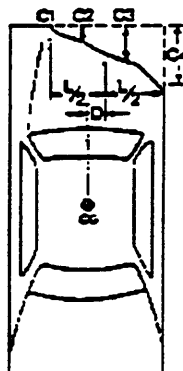
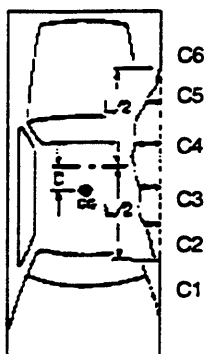
Specific Impact No.

Location of Direct Damage

Location of Field L

PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other \_\_\_\_\_
- (9) Unknown



DL \_\_\_\_\_

UDL \_\_\_\_\_

## CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card).

Duplicate columns 1 - 12 for each completed line.

Specific Impact Number	Plane of Impact C-Measur.	Direct Damage		Field L	$C_1$	$C_2$	$C_3$	$C_4$	$C_5$	$C_6$	$\pm D$
		Length (DDL)	Max Crush								
1											
13	14	15 16 17	18 19 20	21 22 23	24 25 26	27 28 29	30 31 32	33 34 35	36 37 38	39 40 41	42 43 44 45
2											

LF	<u>3</u>
RF	<u>3</u> <sup>21</sup>
RR	<u>3</u>
LR	<u>3</u> <sup>24</sup>

**NOTES:** \_\_\_\_\_

Duplicate columns 1-8  
from the previous card.

Module F I Format 0 1  
9 10 11 12

# FUEL AND FUEL TANKS FT-1

## TYPE OF PROPULSIVE FUEL

- (1) GASOLINE
- (2) DIESEL OIL
- (3) LPG
- (4) ELECTRIC
- (7) OTHER: \_\_\_\_\_
- (9) UNKNOWN

1  
13

## AUXILIARY TANK TYPE

- (1) OEM TANK
- (2) AFTER MARKET TANK
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

8  
21

## MAIN TANK LOCATION

322  
14 16

## AUXILIARY TANK LOCATION

888  
22 24

## MAIN FILLER CAP LOCATION

113  
17 19

## AUXILIARY FILLER CAP LOCATION

888  
25 27

## MAIN TANK MATERIAL

3  
20

## AUXILIARY TANK MATERIAL

8  
28

## TANK AND FILLER CAP LOCATION CODES

### FIRST DIGIT (LONGITUDINAL)

- (1) BEHIND KICK-UP
- (2) IN KICK-UP
- (3) BETWEEN KICK-UP & COWL
- (4) FORWARD OF COWL
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

### SECOND DIGIT (LATERAL)

- (1) LEFT OF FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) RIGHT OF FRAME
- (4) DUAL, RIGHT & LEFT TANKS
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

### THIRD DIGIT (VERTICAL)

- (1) BELOW FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) ABOVE FRAME
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

## TANK MATERIAL CODES

- (1) STEEL
- (2) ALUMINUM
- (3) PLASTIC
- (7) OTHER
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module F 1 Format 0 1  
9 10 11 12

# FUEL LEAKAGE FL-1

## DID FUEL LEAKAGE RESULT FROM A CRASH EVENT

(0) NO KNOWN LEAKAGE SKIP PAGE.

(1) YES COMPLETE PAGE.

  
13

LEAK NUMBER	I LEAKING COMPONENT	II COMPONENT SOURCE	III TYPE OF DAMAGE	IV SEVERITY OF DAMAGE	V LOCATION OF LEAK	EVENT NUMBER
#1	<u>    </u> <u>    </u> 14 15	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u> <u>    </u>	<u>    </u> 21
#2	<u>    </u> <u>    </u> 22 23	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u> <u>    </u>	<u>    </u> 29
#3	<u>    </u> <u>    </u> 30 31	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u> <u>    </u>	<u>    </u> 37
#4	<u>    </u> <u>    </u> 38 39	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u> <u>    </u>	<u>    </u> 45
#5	<u>    </u> <u>    </u> 46 47	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u> <u>    </u>	<u>    </u> 53

### I LEAKING COMPONENT

#### TANK AREA

- (11) MAIN FUEL TANK (INCLUDING VAPOR RECOVERY DOME)
- (12) AUXILIARY FUEL TANK
- (13) MAIN TANK FILLER TUBE
- (14) MAIN TANK CAP (GAS CAP)
- (15) AUXILIARY TANK FILLER TUBE
- (16) AUXILIARY TANK CAP (GAS CAP)
- (19) TANK AREA, DETAILS UNKNOWN

#### DELIVERY SYSTEM

- (21) FUEL FEED LINE (MAIN TANK TO FUEL PUMP)
- (22) FUEL FEED LINE (AUXILIARY TANK TO FUEL PUMP)
- (23) FUEL RETURN LINE (FUEL PUMP TO TANK)
- (24) INLINE FUEL FILTER
- (25) FUEL LINE (PUMP TO CARBURETOR OR INJECTOR PUMP)
- (26) CARBURETOR TO INJECTOR PUMP
- (27) FUEL PUMP
- (29) DELIVERY SYSTEM, DETAILS UNKNOWN

#### EVAPORATIVE EMISSION CONTROL SYSTEM

- (31) ATMOSPHERIC VENT PIPE (NON-EEC EQUIPPED)
- (32) EEC PIPE (VAPOR CANISTER TO CARBURETOR)

#### EEC SYSTEM (CONTINUED)

- (33) VAPOR RECOVERY HOSES (CANISTER TO CARBURETOR)
- (34) LIQUID-VAPOR SEPARATOR (UNLESS PART OF TANK)
- (35) CANISTER
- (39) EEC SYSTEM, DETAILS UNKNOWN

- (49) ENGINE COMPARTMENT, COMPONENT UNKNOWN
- (99) COMPONENT UNKNOWN

### II COMPONENT SOURCE

- (1) OEM
- (2) AFTER MARKET
- (9) UNKNOWN

### III TYPE OF DAMAGE

- (1) DENTED/CRUSHED
- (2) PUNCTURED
- (3) RUPTURED
- (4) SEVERED/GROSS TEARS
- (5) DISCONNECTED/DEFEATED
- (9) UNKNOWN

### IV SEVERITY OF DAMAGE

- (1) MINOR
- (2) MODERATE
- (3) SEVERE
- (4) DISCONNECTED/DEFEATED
- (9) UNKNOWN

### V LOCATION OF LEAK

#### FIRST DIGIT (LONGITUDINAL LOCATION)

- (1) F, FORWARD OF COWL
- (2) P, BETWEEN COWL & REAR BULKHEAD
- (3) B, BEHIND REAR BULKHEAD
- (4) Y, F, & P
- (5) Z, P, & B
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

#### SECOND DIGIT (LATERAL LOCATION)

- (1) L, LEFT
- (2) C, CENTER
- (3) R, RIGHT
- (4) Y, LEFT CENTER (L & C)
- (5) Z, RIGHT CENTER (R & C)
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module F R Format 0 1  
9 10 11 12

FIRE FR-1

WAS THERE FIRE IN OR ON CASE VEHICLE?

(0) NO SKIP PAGE.

(1) YES COMPLETE PAGE.

0  
13

DID FIRE START IN CASE VEHICLE?

- (0) NO  
(1) YES  
(9) UNKNOWN

      
14

SEVERITY OF FIRE DAMAGE

- (1) MINOR  
(2) MODERATE  
(3) SEVERE  
(9) UNKNOWN

      
16

FLAME PROPOGATION RATE

- (1) RAPID/EXPLOSIVE  
(2) SLOW/MODERATE  
(9) UNKNOWN

      
15

DID AN INJURY TO CASE  
VEHICLE OCCUPANT RESULT FROM  
FIRE IN OR ON CASE VEHICLE?

- (0) NO  
(1) YES  
(9) UNKNOWN

      
17

PROVIDE NOTES IF FIRE OCCURRED.

Duplicate columns 1-8  
from the previous card.Module E D Format 0 1  
9 10 11 12

## EXTERIOR DAMAGE

ED-1

## HOOD PERFORMANCE

FOR THE FOLLOWING, USE CODES:

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

HOOD LATCH(ES)- -RELEASED

-DAMAGED

-JAMMED

HOOD HINGES- -LEFT, DAMAGED

-LEFT, SEPARATED  
(COMPLETE)

-RIGHT, DAMAGED

-RIGHT, SEPARATED  
(COMPLETE)

HOOD REMAINED ON VEHICLE

REAR EDGE OF HOOD- -ELEVATED

-CONTACTED WINDSHIELD

-PENETRATED WINDSHIELD

HOOD LATCH LOCATION

- (1) FRONT OF VEHICLE  
(2) COWL AREA  
(3) SIDE  
(8) NOT APPLICABLE  
(9) UNKNOWN

## STEERING COL FLEXIBLE COUPLING

## FLEXIBLE COUPLING TYPE

- (0) NONE  
(1) FLEXIBLE MATERIAL  
(2) POT  
(3) SINGLE U-JOINT  
(4) DOUBLE U-JOINT  
(5) FLEXIBLE CABLE  
(6) COMBINATION OF ABOVE  
(CIRCLE EACH)  
(7) OTHER: \_\_\_\_\_  
(8) EQUIPPED, TYPE UNKNOWN  
(9) UNKNOWN, IF EQUIPPED

COUPLING- -DAMAGED

(USE CODES  
FROM HOOD  
PERFORMANCE)-SEPARATED  
(COMPLETE)

## ENG COMPART TELESCOPING UNIT

## TYPE OF UNIT

- (00) NONE INSTALLED  
(01) - (07) SEE UNITS ON PAGE ED-2  
(88) NOT COLLECTED  
(97) OTHER: \_\_\_\_\_  
(98) EQUIPPED, TYPE UNKNOWN  
(99) UNKNOWN IF EQUIPPED

ORIGINAL LENGTH (mm)

F (OR H): \_\_\_\_\_

TELESCOPED LENGTH (mm)

G: \_\_\_\_\_

DIFFERENCE (mm)

F (OR H) - G

(IF LESS THAN 15mm, ENTER "000".)

## ENGINE OR TRANSMISSION MOUNT

SEPARATION (COMPLETE)

- (0) NO  
(1) YES  
(9) UNKNOWN

## EXTERIOR DAMAGE

ED-2

## LEFT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

8  
 34

## LEFT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO  
 (1) YES  
 (4) NO SEPARATION, BUT DAMAGED  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

-A-PILLAR, UPPER

0  
 35

LOWER

0  
 36

-B-PILLAR, UPPER

0  
 37

LOWER

0  
 38

-C-PILLAR, UPPER

0  
 39

LOWER

0  
 40

-D-PILLAR, UPPER

8  
 41

LOWER

8  
 42

## LEFT DOORS

HOW DID DOORS  
OPEN DURING COLLISION?

USE CODES:

(0) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION  
 (2) DOOR-LATCH SEPARATION  
 (3) LATCH-STRIKER SEPARATION  
 (4) STRIKER-PILLAR SEPARATION  
 (5) BODY DISTORTION  
 (6) COMBINATION OF ABOVE  
 (CIRCLE EACH)  
 (7) OPENED, REASON UNKNOWN

- (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

-FRONT

0  
 43

-REAR

0  
 44

DOORS JAMMED CLOSED-

USE CODES:

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

-FRONT

0  
 45

-REAR

0  
 46



## EXTERIOR DAMAGE

ED-3

## REAR DOOR

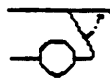
## REAR DOOR TYPE

- (0) NO DOOR (INCLUDES PICKUPS)  
 (1) HATCHBACK  
 (2) ONE-WAY TAILGATE  
 (3) TWO-WAY TAILGATE  
 (4) CLAMSHELL/DISAPPEARING TAILGATE  
 (5) SINGLE DOOR  
 (6) DOUBLE DOOR  
 (9) UNKNOWN

Hatchback



One-way



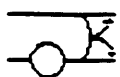
Two-way



or



Clamshell



Single door



Double door

HOW DID DOOR  
OPEN DURING COLLISION?

- (0) DOOR DID NOT OPEN

## OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION  
 (2) DOOR-LATCH SEPARATION  
 (3) LATCH-STRIKER SEPARATION  
 (4) STRIKER-PILLAR SEPARATION  
 (5) BODY DISTORTION  
 (6) COMBINATION OF ABOVE  
 (CIRCLE EACH)  
 (7) OPENED, REASON UNKNOWN  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

## DOOR JAMMED CLOSED

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

0  
47

8  
48

8  
49

## OTHER REAR DAMAGE

WAS PARTITION TO LUGGAGE AREA  
DAMAGED DURING COLLISION?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

0  
50

## SPARE TIRE

- (0) NO SPARE TIRE  
 (1) NOT ATTACHED BEFORE COLLISION  
 (2) ATTACHED, NOT SEPARATED IN COLLISION  
 (3) ATTACHED, SEPARATED DUE TO COLLISION  
 (8) NOT COLLECTED  
 (9) UNKNOWN

8  
51

## TRAILER HITCH TYPE

- (0) NO HITCH

## BALL-AND-SOCKET TYPES

- (1) TEMPORARY FRAMEWORK (E.G. RENTAL CLAMP-ON)  
 (2) BUMPER-MOUNT ONLY (E.G. LIGHT TRUCK)  
 (3) BUMPER-AND-FRAME (BUT NON-EQUALIZING)  
 (4) LOAD EQUALIZING

## OTHER TYPES

- (5) RING-AND-PINTLE  
 (6) FIFTH-WHEEL (INCL. P/U)  
 (7) OTHER (E.G. CLEVIS-AND-PIN)

- (8) EQUIPPED, TYPE UNKNOWN  
 (9) UNKNOWN IF EQUIPPED

0  
52

TRAILER TYPE  
(AT TIME OF COLLISION)

- (0) NO TRAILER  
 (1) TRAVEL-TRAILER/CAMPER  
 (2) MOBILE HOME  
 (3) BOAT/SNOWMOBILE/ATV TRAILER  
 (4) UTILITY TRAILER  
 (5) TOWED CAR  
 (7) OTHER: \_\_\_\_\_  
 (8) TRAILER, TYPE UNKNOWN  
 (9) UNKNOWN

0  
53

## EXTERIOR DAMAGE

ED-4

## RIGHT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

8  
54

## RIGHT DOORS

HOW DID DOORS  
OPEN DURING COLLISION?

USE CODES:

(00) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (01) HINGE AREA SEPARATION  
(02) DOOR-LATCH SEPARATION  
(03) LATCH-STRIKER SEPARATION  
(04) STRIKER-PILLAR SEPARATION  
(05) BODY DISTORTION  
(06) COMBINATION OF ABOVE  
(CIRCLE EACH)  
(07) OPENED, REASON UNKNOWN  
(11) VAN RIGHT-REAR DOOR OPENED  
(ANY MECHANISM)

(98) NOT APPLICABLE (NO DOOR)

(99) UNKNOWN

## RIGHT Pillars

Pillars SEPARATED COMPLETELY -

USE CODES:

- (0) NO  
(1) YES  
(4) NO SEPARATION, BUT DAMAGED  
(8) NOT APPLICABLE (NOT EQUIPPED)  
(9) UNKNOWN

-A-PILLAR, UPPER

0  
55

LOWER

0  
56

-B-PILLAR, UPPER

0  
57

LOWER

0  
58

-C-PILLAR, UPPER

0  
59

LOWER

0  
60

-D-PILLAR, UPPER

8  
61

LOWER

8  
62

-FRONT

00  
63 64

-REAR

00  
65 66

## DOORS JAMMED CLOSED-

USE CODES:

- (0) NO  
(1) YES  
(8) NOT APPLICABLE (NO DOOR)  
(9) UNKNOWN

-FRONT

0  
67

-REAR

0  
68

## VAN REAR DOOR TYPE

- (0) VAN, NO REAR DOOR  
(1) TRACK (SLIDING) - RIGHT SIDE  
(2) SINGLE-HINGED - RIGHT SIDE  
(3) DOUBLE-HINGED - RIGHT SIDE  
(4) TRACK (SLIDING) - RIGHT & LEFT SIDE  
(5) SINGLE-HINGED - RIGHT & LEFT SIDE  
(6) DOUBLE-HINGED - RIGHT & LEFT SIDE  
(7) TRACK AND HINGED COMBINATION  
(8) NOT APPLICABLE (NOT A VAN)  
(9) UNKNOWN

8  
69

## EXTERIOR DAMAGE

ED-5

## WINDSHIELD DAMAGE

## WINDSHIELD CRACKED

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

WINDSHIELD BROKEN  
(PLASTIC INTERLAYER TORN)

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

CRACKED OR BROKEN  
BY OCCUPANT CONTACT

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

## EXTENT OF BOND SEPARATION

- (0) NONE  
(1) 1 - 20%  
(2) 21 - 40  
(3) 41 - 60  
(4) 61 - 80  
(5) 81 - 99  
(6) TOTAL  
(7) SEPARATED, AMOUNT  
UNKNOWN  
(8) NOT APPLICABLE  
(9) UNKNOWN

## WINDSHIELD MARK ON CASE VEHICLE:



S A F E G U A R D

## WINDSHIELD CODE

- (97) DESCRIBED BUT NOT CODED  
(98) NOT APPLICABLE (NO WINDSHIELD)  
(99) UNKNOWN

97  
74 75

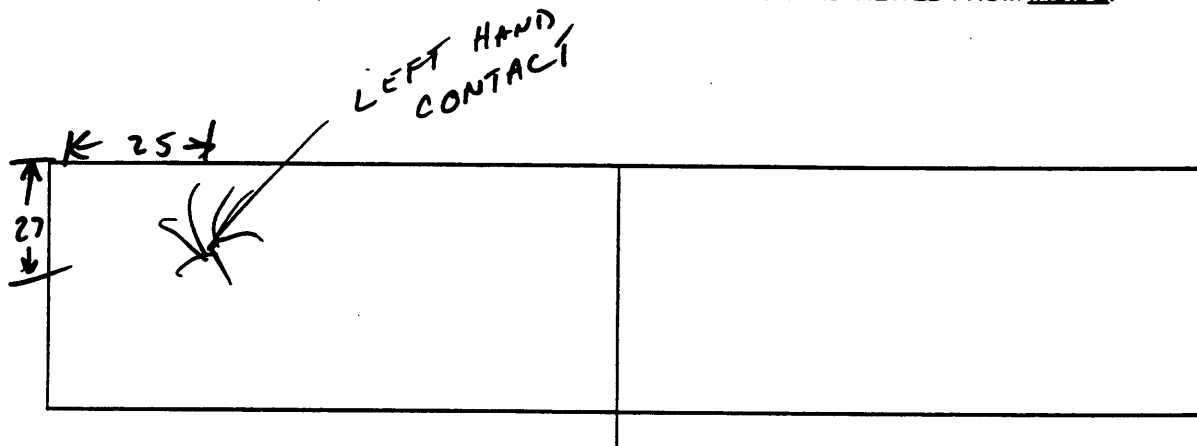
## Roof

DID T-ROOF/SUN ROOF OPEN  
DURING COLLISION?

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(NOT A T-ROOF OR SUN ROOF)  
(9) UNKNOWN

8  
76

LOCATE AREA OF WINDSHIELD INTEREST OR DAMAGE WITH DIMENSIONS (VERTICAL & HORIZONTAL) ON THIS DIAGRAM OF THE WINDSHIELD AS VIEWED FROM INSIDE.



L

C

R

Duplicate columns 1-8  
from the previous card.Module S C Format 0 1  
9 10 11 12

## STEERING WHEEL AND COLUMN SC-1

## STEERING WHEEL

## STEERING WHEEL RIM DAMAGE

- (0) NONE  
 (1) DEFORMED SLIGHTLY  
 (2) SEVERELY BENT  
 (3) BROKEN  
 (9) UNKNOWN

0  
13NUMBER OF  
STEERING WHEEL SPOKES

- (9) UNKNOWN

3  
14

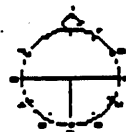
## STEERING WHL SPOKE DAMAGE

- (0) NONE  
 (1) DEFORMED SLIGHTLY  
 (2) SEVERELY BENT  
 (3) BROKEN  
 (9) UNKNOWN

0  
15STEERING WHEEL POSITION  
AT TIME OF COLLISION

IN WHAT O'CLOCK POSITION WAS THE  
 NORMAL TOP OF THE WHEEL POINTED  
 WHEN THE COLLISION OCCURRED?

## EXAMPLES

O'CLOCK = 1 2(NORMAL STRAIGHT  
AHEAD)O'CLOCK = 2 2O'CLOCK = 01

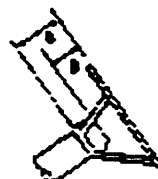
(99) UNKNOWN

STEERING WHEEL  
ENERGY ABSORBING DEVICE

## (1) EXAMPLES:



BARRACUDA, 70 - 74  
 CHALLENGER, 70 - 74  
 CAPRI, 71 - 77



## (2) EXAMPLES:

OMNI, 78 -  
 HORIZON, 78 -

## STEERING COLUMN OPTIONS

## TILT FEATURE

- (0) NOT EQUIPPED  
 (1) YES, EQUIPPED, UNK POSITION  
 (2) UP  
 (3) MIDDLE  
 (4) LOWER  
 (9) UNKNOWN IF EQUIPPED

3  
16

## SWING-AWAY FEATURE

- (0) NOT EQUIPPED  
 (1) YES, EQUIPPED  
 (9) UNKNOWN IF EQUIPPED

0  
17

## TELESCOPING FEATURE

- (0) NOT EQUIPPED  
 (1) YES, EQUIPPED  
 (9) UNKNOWN IF EQUIPPED

0  
18

## TYPE OF DEVICE

- (0) NONE  
 (1) CONVOLUTED OR MESH CYLINDER  
 (2) DEEP DISH STEERING WHEEL  
 (7) OTHER: \_\_\_\_\_  
 (8) NOT COLLECTED  
 (9) UNKNOWN IF EQUIPPED

8  
19

## ORIGINAL DIMENSION (mm)

A: \_\_\_\_\_

## DAMAGE DIMENSION (mm)

B: \_\_\_\_\_

## DIFFERENCE (mm)

A - B

- (888) NOT COLLECTED  
 (991) NOT MEASURED/NO APPARENT  
 COMPRESSION  
 (992) COMPRESSED, AMOUNT UNKNOWN  
 (993) DEVICE EXTENDED  
 (997) UNABLE TO MEASURE  
 (998) NOT APPLICABLE (NOT EQUIPPED)  
 (999) UNKNOWN

8 8 8  
20 22

## STEERING WHEEL AND COLUMN SC-2

# STEERING COLUMN ENERGY ABSORBING DEVICE

TYPE OF DEVICE \* (IF 27 OR 28)

- (00) NOT EQUIPPED  
(88) NOT COLLECTED  
(99) UNKNOWN

$$\frac{8}{23} \quad \frac{8}{24}$$

ORIGINAL LENGTH (mm)

C: \_\_\_\_\_

COMPRESSED LENGTH (mm)

D: \_\_\_\_\_

BRACKET DEFLECTION (IF CODE 36, 48,  
OR 49 ABOVE)

OR

COMPRESSION (OR EXTRUSION) (mm)

C - D (OR E) (TOLERANCE:  $\pm 10$ )

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO APPARENT  
COMPRESSION  
(992) COMPRESSED, AMOUNT UNKNOWN  
(993) DEVICE EXTENDED  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT EQUIPPED)  
(999) UNKNOWN

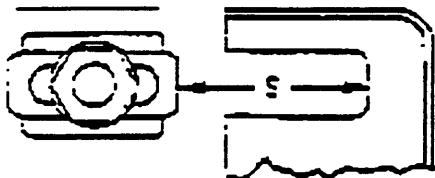
$$\frac{8}{25} \quad \frac{8}{26} \quad \frac{8}{27}$$

\* (ADD A &amp; B FOR TOTAL COMPRESSION)

SHEAR CAPSULE SEPARATION (mm)

S (USE AVG. OF LEFT &amp; RIGHT CAPSULES.)

LT:



RT:

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO APPARENT  
SEPARATION  
(992) SEPARATED, AMOUNT UNKNOWN  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT EQUIPPED)  
(999) UNKNOWN

$$\frac{8}{28} \quad \frac{8}{29} \quad \frac{8}{30}$$

COLUMN VERTICAL ROTATION

- (0) NO APPARENT ROTATION  
(1) UPWARD APPARENT ROTATION  
(2) DOWNWARD APPARENT ROTATION  
(9) UNKNOWN

$$\frac{0}{31}$$

COLUMN LATERAL ROTATION

- (0) NO APPARENT ROTATION  
(1) LEFT APPARENT ROTATION  
(2) RIGHT APPARENT ROTATION  
(9) UNKNOWN

$$\frac{0}{32}$$

## STEERING WHEEL (CONTINUED)

## STEERING WHEEL HUB DAMAGE

- (0) NONE  
(1) OCCUPANT CONTACT  
(2) AIRBAG  
(3) OTHER \_\_\_\_\_  
(9) UNKNOWN

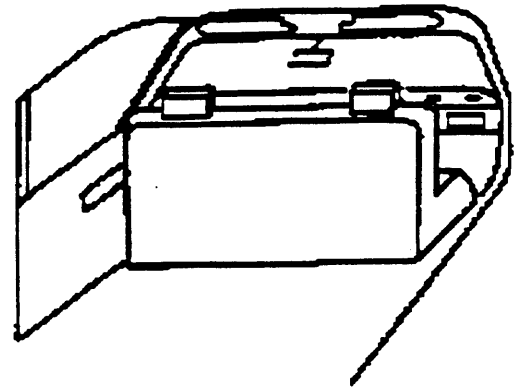
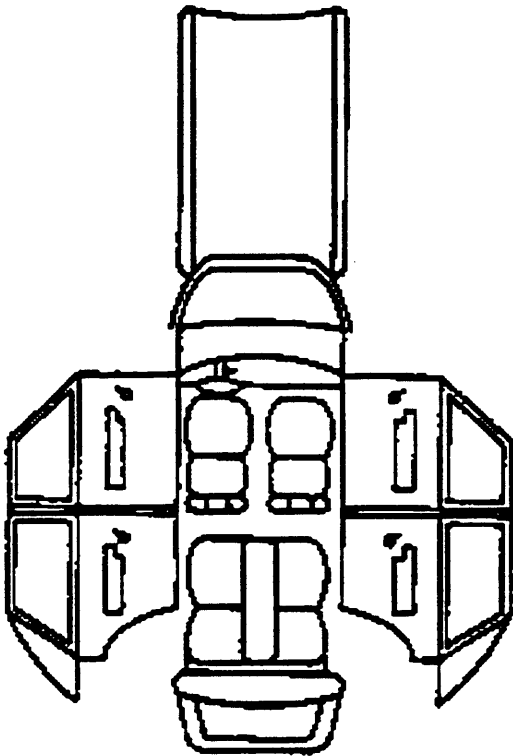
$$\frac{0}{33}$$



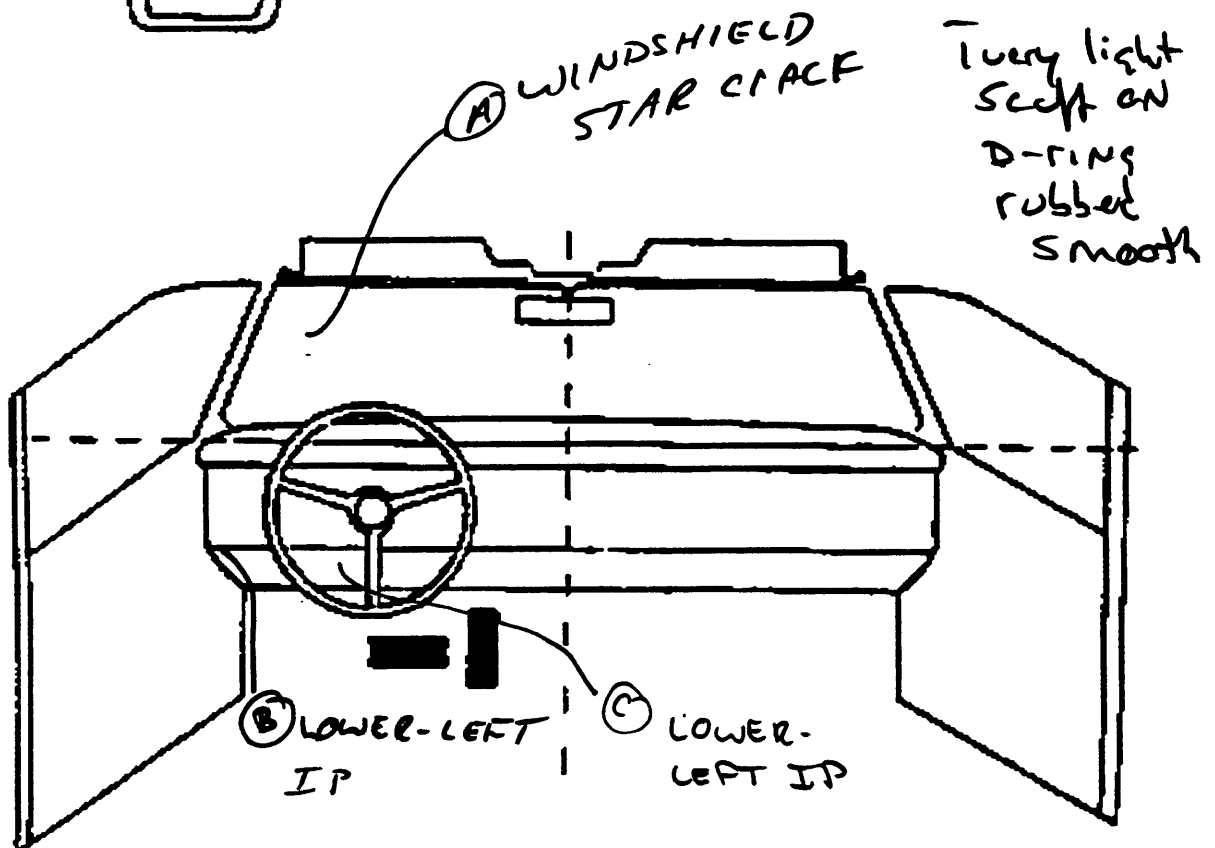
Contact	Interior Component Contacted	Occupant No. if Known	Body Region if Known	Supporting Physical Evidence	Confidence Level of Contact Point
A	WINDSHIELD	1	HAND	STAR CRACK	1
B	LOWER IP	1		SCUFF FAR LEFT	1
C	LOWER IP	1		SCUFF LEFT OF COLUMN	1
D					
E					
F					
G					
H					
I					
J					

## INTRUSION IT-2

## VEHICLE OCCUPANT CONTACT DIAGRAM



BELT IN LOW-  
POSITION ON  
D-RING





**INTRUSION IT-3****CODES FOR COLUMN B, OCCUPANT SPACE NUMBER**

OCCUPANT SPACE NUMBER IS A TWO-DIGIT CODE. THE USE OF THE CODE IS DETERMINED BY THE VEHICLE SEAT CONFIGURATION AT THE TIME OF THE ACCIDENT.

**FIRST DIGIT**

THE FIRST DIGIT (LEFT DIGIT) DENOTES THE SEAT ROW, WITH CODE VALUES FROM 1 TO 5.

**SECOND DIGIT**

THE SECOND DIGIT (RIGHT DIGIT) DENOTES THE POSITION ON THE SEAT AND, IN SOME INSTANCES, THE WIDTH OF THE SEAT.

- (1) LEFT (3) RIGHT ..... INDIVIDUAL SEAT
- (1) LEFT (2) CENTER (3) RIGHT ..... BENCH: FULL WIDTH 3 PASSENGER
- (1) LEFT (2) LEFT CENTER (6) RIGHT CENTER (3) RIGHT ..... BENCH: FULL WIDTH 4 PASSENGER
- (1) LEFT (2) CENTER (5) RIGHT & ..... BENCH: PARTIAL WIDTH, LEFT AISLE SPACE
- (0) LEFT & SPACE (2) CENTER (5) RIGHT & ..... BENCH: PARTIAL WIDTH, CENTERED SPACE
- (4) ENTIRE VEHICLE WIDTH ..... CARGO AREA

**EXAMPLES**

THE TWO FIGURES BELOW PROVIDE EXAMPLES OF THE OCCUPANT SPACE NUMBER.

**PASSENGER CAR**  
5 PASSENGERS

X	X	11	13
X	X	X	21 22 23

**VAN**  
12 PASSENGER CAPACITY

X	X	11	13
X	X	X	21 22 25
X	X	X	31 32 35
X	X	X	X
X	X	X	X
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**CODES FOR COLUMN F, MEASUREMENT AXIS**

- (X) X-AXIS (FORE & AFT)  
(Y) Y-AXIS (LATERAL)  
(Z) Z-AXIS (VERTICAL)

**CODES FOR COLUMNS G, H, I & J, OCCUPANT & INJURY NUMBERS**

OCCUPANT NUMBER	INJURY NUMBER	<u>CONTACT</u>
(00)	(00)	NO CONTACT
(##)	(00)	CONTACT, NO INJURY
(97)	(99)	CONTACT, OCCUPANT UNKNOWN, INJURY UNKNOWN
(99)	(00) OR (99)	UNKNOWN IF CONTACT



## INTRUSION IT-4

## CODES FOR COLUMN C, INTRUDING COMPONENT OR OBJECT

NOTE: DO NOT CODE OBJECTS OTHER THAN COMPONENTS OF CASE VEHICLE.

## INDIVIDUAL COMPONENT

## INTERNAL

- (01) INSTRUMENT PANEL
- (02) FIRE WALL
- (03) TOE PAN
- (04) FLOOR PAN
- (05) STEERING COLUMN
- (06) WINDSHIELD
- (07) WINDSHIELD HEADER
- (08) A-PILLAR
- (09) DOOR PANEL OR SIDE PANEL
- (10) WINDOW FRAME
- (11) B-PILLAR
- (12) C-PILLAR
- (13) D-PILLAR
- (14) ROOF SIDE RAILS
- (15) ROOF OR CONVERTIBLE TOP
- (16) BACKLIGHT HEADER
- (17) FRONT SEAT-BACK SURFACE/  
SEAT-BACK BACK SURFACE
- (18) SECOND SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (19) THIRD SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (20) FOURTH SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (21) FIFTH SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (22) BACK PANEL/BACK DOOR SURFACE
- (23) SEAT CUSHION SURFACE/EDGE
- (24) CONSOLE
- (25) OTHER (DESCRIBE)
- (26) UNKNOWN INTERNAL SURFACES
- (28) TRANSMISSION TUNNEL (HUMP)
- (29) SIDE FOOTWELL PANEL (KICKPANEL)
- (30) SILL

## EXTERNAL

- (43) HOOD
- (44) OBJECT EXTERNAL TO PASSENGER  
COMPARTMENT BUT PART  
OF CASE VEHICLE
- (45) OUTSIDE SURFACE OF CASE VEHICLE
- (46) OTHER (E.G. SPARE TIRE,  
JACK. DESCRIBE.)
- (49) UNKNOWN EXTERNAL OBJECT

## GROUPED FOR MASSIVE INTRUSION INTO AN OCCUPANT SPACE

USE ONLY IF ALL THESE COMPONENTS  
INTRUDED INTO A SINGLE OCCUPANT SPACE.

- (50) WINDSHIELD HEADER
  - A-PILLAR
  - ROOF SIDE RAIL
- (51) INSTRUMENT PANEL
  - A-PILLAR
  - DOOR PANEL
- (52) INSTRUMENT PANEL
  - A-PILLAR
  - WINDSHIELD HEADER
- (53) DOOR PANEL
  - B-PILLAR
  - ROOF RAIL
- (54) DOOR PANEL
  - A-PILLAR
  - ROOF RAIL
- (55) INSTRUMENT PANEL
  - FLOOR PAN
  - A-PILLAR
  - DOOR FRAME
- (56) ROOF RAIL
  - A-PILLAR
  - B-PILLAR
  - WINDOW FRAME
- (57) ROOF RAIL
  - A-PILLAR
  - B-PILLAR
  - C-PILLAR
  - DOOR PANEL
- (58) ROOF
  - ROOF RAIL
  - WINDOW FRAME
  - DOOR PANEL
- (59) BACKLIGHT HEADER
  - ROOF
  - C-PILLAR
  - THIRD SEAT-BACK
- (60) ROOF
  - ROOF RAIL
  - A-PILLAR
  - B-PILLAR
  - C-PILLAR
  - WINDOW FRAME
  - DOOR PANEL
  - FLOOR PAN
- (61) INSTRUMENT PANEL
  - TOE PAN
  - WINDSHIELD HEADER
  - A-PILLAR
  - ROOF RAIL
  - WINDOW FRAME
  - DOOR PANEL
  - ROOF
- (62) ROOF
  - ROOF RAIL
  - C-PILLAR
  - WINDOW FRAME
  - FLOOR PAN
  - SECOND SEAT
  - DOOR PANEL
- (63) ROOF RAIL
  - ROOF
  - B-PILLAR
  - WINDOW FRAME
  - FLOOR PAN
  - DOOR PANEL
  - SECOND SEAT
  - FRONT SEAT
- (64) ROOF RAIL
  - ROOF OR CONVERTIBLE TOP
  - A-PILLAR
  - B-PILLAR
  - WINDOW FRAME
  - WINDOW HEADER
- (65) WINDSHIELD
  - WINDSHIELD HEADER
  - ROOF SIDE RAIL
- (66) WINDSHIELD
  - WINDSHIELD HEADER
  - A-PILLAR
- (98) NOT APPLICABLE
- (99) UNKNOWN

Duplicate columns 1-8 from the previous card.		Module <u>1</u> <u>1</u> Format <u>0</u> <u>1</u> 9 10 11 12		<b>INTRUSION IT-5</b>																																																														
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(0) NO <u>DO NOT ANSWER NEXT QUESTION. SKIP PAGE.</u> (1) YES <u>ANSWER NEXT QUESTION.</u> (9) UNKNOWN <u>SKIP PAGE.</u>				(0) NO <u>COMPLETE PAGE.</u> (1) YES <u>SKIP PAGE.</u>																																																														
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NOTE: IF NO SIDE DOOR INTRUSION, SKIP REMAINDER OF PAGE.  <b>SIDE DOOR INTRUSION RESULTED FROM</b>  <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: center;">INTRUSION NUMBER</th> <th style="text-align: center;">CAUSE</th> <th style="text-align: center;">CODES FOR CAUSE:</th> </tr> <tr> <td style="text-align: center;">— —</td> <td style="text-align: center;">— —</td> <td></td> </tr> <tr> <td style="text-align: center;">13</td> <td style="text-align: center;">15</td> <td>(1) DIRECT</td> </tr> <tr> <td style="text-align: center;">16</td> <td style="text-align: center;">18</td> <td>(2) INDUCED</td> </tr> <tr> <td style="text-align: center;">19</td> <td style="text-align: center;">21</td> <td>(9) UNKNOWN</td> </tr> </table>				INTRUSION NUMBER	CAUSE	CODES FOR CAUSE:	— —	— —		13	15	(1) DIRECT	16	18	(2) INDUCED	19	21	(9) UNKNOWN	<b>IF DAMAGE TO DOOR COMPONENT RESULTED IN INCREASED DOOR INTRUSION, CODE COMPONENT</b>  <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: center;">INTRUSION NUMBER</th> <th style="text-align: center;">DAMAGED COMPONENT 1</th> <th style="text-align: center;">DAMAGED COMPONENT 2</th> <th style="text-align: center;">CODES FOR COMPONENTS</th> </tr> <tr> <td style="text-align: center;">A 22 23</td> <td style="text-align: center;">—</td> <td style="text-align: center;">—</td> <td>(0) NONE</td> </tr> <tr> <td style="text-align: center;">B 26 27</td> <td style="text-align: center;">—</td> <td style="text-align: center;">—</td> <td>(1) A-PILLAR</td> </tr> <tr> <td style="text-align: center;">C 30 31</td> <td style="text-align: center;">—</td> <td style="text-align: center;">—</td> <td>(2) B-PILLAR</td> </tr> <tr> <td style="text-align: center;">D 34 35</td> <td style="text-align: center;">—</td> <td style="text-align: center;">—</td> <td>(3) C-PILLAR</td> </tr> <tr> <td></td> <td></td> <td></td> <td>(4) LATCH/STRIKER</td> </tr> <tr> <td></td> <td></td> <td></td> <td>(5) HINGES</td> </tr> <tr> <td></td> <td></td> <td></td> <td>(7) OTHER: —</td> </tr> <tr> <td></td> <td></td> <td></td> <td>(8) NOT APPLICABLE</td> </tr> <tr> <td></td> <td></td> <td></td> <td>(9) UNKNOWN</td> </tr> </table>								INTRUSION NUMBER	DAMAGED COMPONENT 1	DAMAGED COMPONENT 2	CODES FOR COMPONENTS	A 22 23	—	—	(0) NONE	B 26 27	—	—	(1) A-PILLAR	C 30 31	—	—	(2) B-PILLAR	D 34 35	—	—	(3) C-PILLAR				(4) LATCH/STRIKER				(5) HINGES				(7) OTHER: —				(8) NOT APPLICABLE				(9) UNKNOWN
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from the previous card.Module 1 1 Format 0 2  
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INTRUSION IT-6

NOTE: Each line in the table below is a separate record (card).  
Duplicate columns 1 - 12 for each completed line.

- ADDITIONAL PAGE -

INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.  
 CODES FOR B, F, G, H, I, J ON PAGE IT-3  
 CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

A	B	C	D	E	F	G	H	I	J	K
INTRUSION NUMBER	OCC. SPACE NO.	INTRUDING COMPONENT OR OBJECT	ASSOC. EVENT NO.	MAXIMUM INTRUSION X AXIS (cm)	MAXIMUM INTRUSION Y AXIS (cm)	MAXIMUM INTRUSION Z AXIS (cm)	OCCUPANT NUMBER	INJURY NUMBER	OCCUPANT NUMBER	INJURY NUMBER
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(4) YES, and OCCUPANT CONTACT  
(8) NOT APPLICABLE  
(9) UNKNOWN

39

40

SEATS ST-2						
<b>FRONT SEAT ADJUSTMENT</b> <b>SEAT ADJUSTMENT TYPE</b> (0) NONE (RIGID) (1) MANUAL (2) POWER (7) OTHER: _____ (8) NOT APPLICABLE (NO SEAT) (9) UNKNOWN  <b>ADJUSTMENT PROVIDED</b> (1) 2-WAY (2) 4-WAY (3) 6-WAY (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN  <b>SEAT ADJUSTER DAMAGE</b> (0) NONE (1) CHUCKING (FREE PLAY) (2) DEFORMED (RELEASED/JAMMED) (3) SEPARATED (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN  <b>SEAT ADJUSTER SEPARATION</b> (0) NONE (1) SEPARATED AT FLOOR (2) SEPARATION OF ADJUSTER (3) SEPARATED AT SEAT (8) NOT APPLICABLE (9) UNKNOWN  <b>PRE-CRASH POSITION</b> (1) FORWARD (2) MIDDLE (3) REARWARD (8) NOT APPLICABLE (9) UNKNOWN		<b>DRIVER</b>  1 46  1 48  1 50  0 52  3 54	<b>PASSENGER</b>  1 47  1 49  1 51  0 53  3 55	<b>SECOND SEAT (CONT.)</b>  <b>CENTER ARMREST DAMAGED</b> (0) NO (1) YES (7) EQUIPPED, DAMAGE UNKNOWN (8) NOT APPLICABLE (NO CENTER ARMREST) (9) UNKNOWN IF EQUIPPED  8 60		
				<b>SECOND SEAT-BACK</b>  <b>LOCKS</b>  <b>FOR THE FOLLOWING, USE:</b> (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN  <b>LEFT OR CENTER, EQUIPPED</b>  <b>LEFT OR CENTER, HELD</b> (3) SEAT FOLDED DOWN  <b>RIGHT, EQUIPPED</b>  <b>RIGHT, HELD</b> (3) SEAT FOLDED DOWN	<b>LEFT</b>  8 61 8 63 8 65 8 67	<b>RIGHT</b>  8 62 8 64 8 66 8 68
<b>SECOND SEAT</b> <b>TYPE OF SECOND SEAT</b> (0) NONE (1) NON-FOLDING (2) FOLDING (3) CAPTAIN'S CHAIR (4) JUMP SEAT (5) INTEGRAL CHILD SEAT (6) LUGGAGE AREA ACCESS PANEL (9) UNKNOWN  <b>SECOND SEAT DAMAGE</b> (0) NONE (1) BACKREST ONLY (DAMAGED OR LOOSENED) (2) CUSHION ONLY (DAMAGED OR LOOSENED) (3) BACKREST & CUSHION (DAMAGED OR LOOSENED) (4) INTEGRAL CHILD SEAT (PRIORITY CODE) (5) LUGGAGE AREA ACCESS PANEL (DAMAGED OR LOOSENED) (8) NOT APPLICABLE (9) UNKNOWN		<b>LEFT</b>  1 56  0 58	<b>RIGHT</b>  1 57  0 59	<b>THIRD SEAT</b>  <b>EQUIPPED</b>  <b>BACKREST DAMAGED</b>  <b>CUSHION DAMAGED</b>  0 69 0 70 0 71 0 72 0 73 0 74		
				<b>VEHICLE EQUIPPED WITH REAR HEAD RESTRAINTS</b>  (0) NOT EQUIPPED (OR REMOVED) (1) EQUIPPED (2) EQUIPPED & DAMAGED (8) NOT APPLICABLE (NO REAR SEAT) (9) UNKNOWN  Applies to any rear-seat position  3-pt  0 75		



Duplicate columns 1-8  
from the previous card.Module A B Format 0 1  
9 10 11 12

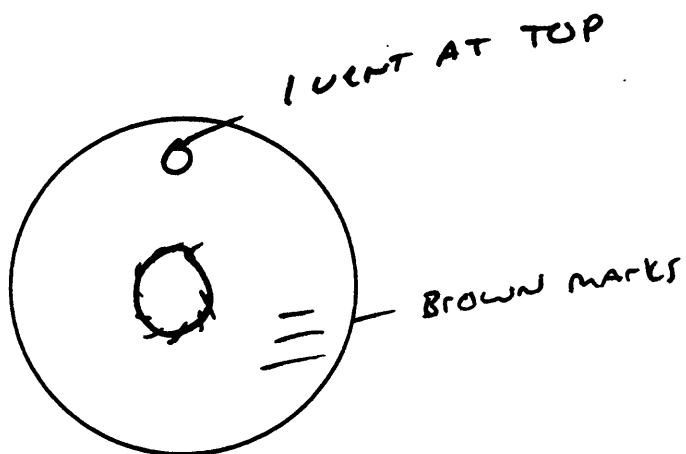
AIRBAG AB-1

<p style="text-align: center;">DRIVER SIDE</p> <p><b>LOCATION OF AIRBAG</b></p> <p><b>STEERING WHEEL</b></p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 13</p> <p><u>1</u> 14</p>	<p style="text-align: center;">PASSENGER SIDE</p> <p><b>LOCATION OF AIRBAG</b></p> <p><b>INSTRUMENT PANEL (GLOVE BOX)</b></p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 16</p> <p><u>1</u> 17</p>
<p><b>CONDITION OF AIRBAG</b></p> <p><b>STEERING WHEEL</b></p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p>	<p><u>0</u> 15</p>	<p><b>CONDITION OF AIRBAG</b></p> <p><b>INSTRUMENT PANEL (GLOVE BOX)</b></p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p>	<p><u>0</u> 18</p>
<p style="text-align: center;">DRIVER SIDE</p> <p><b>AIRBAG</b></p> <p><b>STEERING WHEEL</b></p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER _____ (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 19</p> <p><u>0</u> 20</p>	<p style="text-align: center;">PASSENGER SIDE</p> <p><b>AIRBAG</b></p> <p><b>INSTRUMENT PANEL (GLOVE BOX)</b></p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER _____ (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 21</p> <p><u>0</u> 22</p>

AIRBAG AB-2

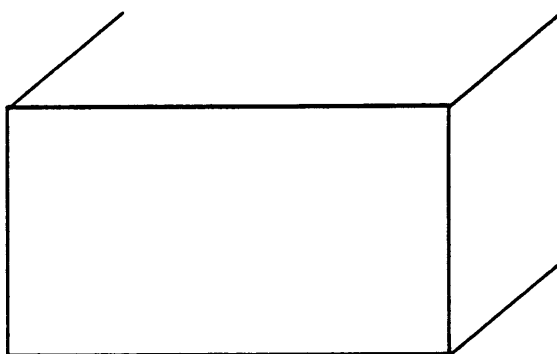
AIRBAG NUMBER ON DRIVER SIDE:

NONE FOUND

NOTE AND DESCRIBE ANY AIRBAG CONTACT OR  
DAMAGE ON DIAGRAM BELOW:

AIRBAG NUMBER ON PASSENGER SIDE:

NONE FOUND

NOTE AND DESCRIBE ANY AIRBAG CONTACT OR  
DAMAGE ON DIAGRAM BELOW:

**NOTE TO THE INVESTIGATOR:**

**THE FOLLOWING TWO SECTIONS,  
OCCUPANT INFORMATION AND INJURY CLASSIFICATION,  
ARE TO BE FILLED IN  
FOR EACH CASE VEHICLE OCCUPANT,  
WHETHER INJURED OR NOT.**

**IF THERE IS MORE THAN ONE OCCUPANT,  
USE ADDITIONAL COPIES  
OF PAGES OC-1, OC-2, OC-3,  
AND IC-2 TO DESCRIBE THEM  
AND ATTACH THE COPIES TO THIS REPORT.**

Duplicate columns 1-8 from the previous card.		Module <u>0</u> <u>C</u> Format <u>0</u> <u>2</u> 9 10 11 12	OCCUPANT INFORMATION OC-1	
<b>OCCUPANT IDENTIFICATION</b>  OCCUPANT NUMBER <u>01</u> 13 14  ROLE OF OCCUPANT AT 1ST IMPACT (1) MOTOR VEHICLE DRIVER (2) MOTOR VEHICLE PASSENGER (NOT DRIVER) (9) UNKNOWN <u>1</u> 15		<b>PHYSICAL DESCRIPTION</b>  AGE IN YEARS <u>57</u> (00) LESS THAN 1 YEAR (98) 98 YEARS OR OLDER (99) UNKNOWN 20 21  AGE IN MONTHS <u>25</u> (00) LESS THAN 1 MONTH (25) 25 MONTHS OR OLDER (99) UNKNOWN 22 23  MASS (kg) <u>270</u> (999) UNKNOWN <u>122</u> 24 25 26  HEIGHT (cm) <u>5'11</u> (999) UNKNOWN <u>180</u> 27 28 29  SEX <u>1</u> (1) MALE (2) FEMALE (9) UNKNOWN 30		
<b>OCCUPANT POSITION</b>  ROW LOCATION <u>1</u> 16 (1) FRONT (2) SECOND (3) THIRD (4) FOURTH (7) OTHER: _____ (8) EXTERNAL TO PASSENGER COMPARTMENT (E.G. BED OF PICKUP) (9) UNKNOWN  LATERAL LOCATION <u>1</u> 17 (1) LEFT (2) LEFT CENTER (3) CENTER (4) RIGHT CENTER (5) RIGHT (6) ALL (LYING ON SEAT) (8) EXTERNAL TO PASSENGER COMPARTMENT (9) UNKNOWN  POSTURE <u>10</u> 18 19 (10) SITTING ON SEAT (11) SITTING ON SEAT IN ABNORMAL POSITION (E.G. FEET ON DASH, SIDEWAYS) (12) SITTING ON CONSOLE (20) ON LAP OR IN ARMS (30) STANDING ON SEAT (40) STANDING ON FLOOR (47) STANDING, EXTERNAL TO PASSENGER COMPARTMENT (50) IN BASSINET (60) IN CHILD SEAT (65) IN CHILD HARNESS (70) LYING ON SEAT (80) LYING/SITTING ON PASSENGER FLOOR (83) LYING/SITTING ON OTHER OBJECT IN PASSENGER COMPARTMENT: _____ (85) ON CARGO FLOOR/FOLDED SEAT-BACK (87) LYING/SITTING, EXTERNAL TO PASSENGER COMPARTMENT (97) OTHER: _____ (99) UNKNOWN		<b>MEDICAL CONDITIONS</b>  TREATMENT/MORTALITY <u>04</u> 31 32 (00) NONE (01) FIRST AID AT SCENE (02) TREATED AT HOSPITAL/CLINIC BUT NOT ADMITTED (03) HOSPITALIZED FOR OBSERVATION LESS THAN 24 HOURS (04) HOSPITALIZED OVER 24 HOURS OR FOR SIGNIFICANT TREATMENT (05) FATAL, DEAD AT SCENE (06) FATAL, DOA (07) FATAL, DEAD WITHIN 24 HOURS (08) FATAL, DEAD 24 HOURS TO 31 DAYS LATER (09) FATAL, DEAD 31 DAYS TO 1 YEAR LATER (10) FATAL DEAD WITHIN UNKNOWN PERIOD (99) UNKNOWN  INJURY SEVERITY SCORE (ISS) <u>10</u> 33 34 (99) UNKNOWN  NON-IMPACT MED. CONDITIONS <u>0</u> 35 (0) NONE (1) YES, TIME & TYPE UNKNOWN (2) PRE-CRASH FATAL (CLINICAL DEATH AT WHEEL) (3) PRE-CRASH NON-FATAL (E.G. PRIOR INJURY, STROKE) (4) PREGNANT (5) POST-CRASH FATAL (DROWNING) (6) POST-CRASH NON-FATAL INJURY (7) OTHER: _____ (8) COMBINATION OF ABOVE (CIRCLE EACH) (9) UNKNOWN		

## OCCUPANT INFORMATION OC-2

## MEDICAL CONDITIONS (CONT.)

POLICE INJURY SEVERITY  
CODE FOR THIS OCCUPANT

- (0) O - NO INJURY  
 (1) C - POSSIBLE INJURY  
 (2) B - NON-INCAPACITATING  
 (3) A - INCAPACITATING INJURY  
 (4) K - FATAL  
 (5) INJURED, SEVERITY UNKNOWN  
 (6) DIED PRIOR TO IMPACT  
 (7) NON-FATAL INJURY,  
 SEVERITY UNKNOWN  
 (9) UNKNOWN

1  
36

## CHILD SEAT TYPE

- (00) NONE USED  
 (01) YES, USED  
 (02) INTEGRAL, Chrysler Mini-van  
 (88) NOT APPLICABLE  
 (ADULT OR OLDER CHILD)  
 (99) UNKNOWN

88  
41 42

## CHILD SEAT MAKE/MODEL

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

## RESTRAINT SYSTEM

## ACTIVE RESTRAINT SYSTEM

- (0) NONE  
 (1) LAP BELT  
 (2) SHOULDER HARNESS ONLY  
 (3) BOTH LAP BELT &  
 SHOULDER HARNESS  
 (9) UNKNOWN

3  
37

## ACTIVE RESTRAINT SYSTEM USAGE

- (0) NONE (AVAILABLE BUT NOT USED)  
 (1) LAP BELT ONLY  
 (2) SHOULDER HARNESS ONLY  
 (3) BOTH LAP BELT &  
 SHOULDER HARNESS  
 (7) IMPROPER USAGE  
 (8) NOT APPLICABLE (NONE AVAILABLE)  
 (9) UNKNOWN

3  
38

## PASSIVE RESTRAINT SYSTEM

- (0) NONE  
 (1) AIRBAG INSTALLED  
 (2) PASSIVE UPPER TORSO  
 WITH KNEE BOLSTERS  
 (3) PASSIVE UPPER TORSO  
 WITHOUT KNEE BOLSTERS  
 (4) PASSIVE LAP & UPPER TORSO  
 (5) AIRBAG INSTALLED &  
 PASSIVE RESTRAINT  
 (7) OTHER: \_\_\_\_\_  
 (9) UNKNOWN

1  
39

## PASSIVE RESTRAINT SYSTEM USAGE

- (0) SYSTEM DEFEATED  
 (1) AIRBAG NOT DEPLOYED  
 (2) AIRBAG DEPLOYED  
 (3) AIRBAG NOT REINSTALLED  
 (4) PASSIVE UPPER TORSO USED  
 (5) PASSIVE LAP & UPPER TORSO USED  
 (6) SYSTEM USED IN MANUAL MODE  
 (7) IMPROPER USAGE  
 (8) NOT APPLICABLE (NOT ORIGINALLY  
 EQUIPPED)  
 (9) UNKNOWN

2  
40

## EJECTION

## DEGREE OF EJECTION

- (0) NONE  
 (1) PARTIAL  
 (2) COMPLETE  
 (7) EJECTED, DEGREE UNKNOWN  
 (9) UNKNOWN IF EJECTED

0  
43

## AREA OF EJECTION

- (01) WINDOW, LEFT SIDE  
 (02) WINDOW, RIGHT SIDE  
 (03) WINDOW, REAR  
 (04) DOOR, LEFT SIDE  
 (05) DOOR, RIGHT SIDE  
 (06) DOOR, REAR OR TAILGATE  
 (07) WINDSHIELD  
 (08) ROOF OR OPEN CONVERTIBLE OR  
 FROM EXTERNAL AREA  
 (96) EJECTED AREA UNKNOWN  
 (97) OTHER AREA: \_\_\_\_\_  
 (98) NOT APPLICABLE (NOT EJECTED)  
 (99) UNKNOWN IF EJECTED

98  
44 45

IF OCCUPANT WAS EJECTED, DESCRIBE  
IN DETAIL BELOW:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

## HEAD RESTRAINT

HEAD RESTRAINT AVAILABLE  
FOR THIS POSITION

- (0) NOT EQUIPPED OR REMOVED  
 (1) EQUIPPED  
 (9) UNKNOWN

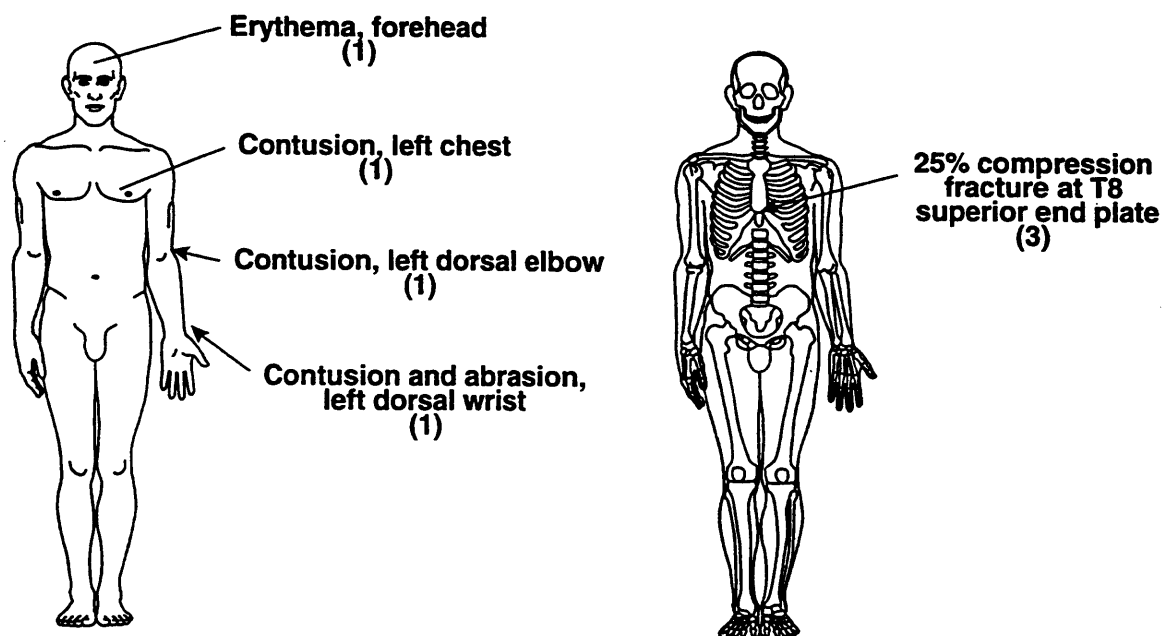
1  
46

## OCCUPANT INFORMATION OC-3

OCCUPANT EYEWEAR		SOURCE OF INFORMATION	
(0) NONE (1) GLASSES (2) CONTACTS (3) BOTH GLASSES AND CONTACTS (4) OTHER _____ (8) NOT APPLICABLE (9) UNKNOWN  <i>NO DATA</i>	<i>1</i> 47	(0) <u>INTERVIEW</u> (1) HOSPITAL (2) AUTOPSY (3) POLICE (4) OTHER _____ (5) LAY CORONER/EXTERNAL EXAM (7) COMBINATION OF ABOVE (CIRCLE) (8) NOT APPLICABLE (9) UNKNOWN	<i>2</i> 48

## OCCUPANT INFORMATION OC-4

INDICATE LOCATION OF INJURIES.







## INJURY CLASSIFICATION IC-2

## CODES FOR AREAS OF POSSIBLE OCCUPANT CONTACT

## FRONT OF PASSENGER COMPARTMENT

- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (12) WINDSHIELD
- (05) INSTRUMENT PANEL (SPECIFIC AREA UNKNOWN)
- (54) UPPER INSTRUMENT PANEL (X)
- (55) MIDDLE INSTRUMENT PANEL (Y)
- (56) LOWER INSTRUMENT PANEL (Z)
- (81) ASH TRAY (INSTRUMENT PANEL)
- (02) GLOVE COMPARTMENT AREA
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (57) BENEATH INSTRUMENT PANEL
- (53) PARCEL TRAY
- (48) KNEE RESTRAINT
- (86) VERTICAL CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
- (09) STEERING ASSEMBLY (SPECIFIC AREA UNKNOWN)
- (65) STEERING WHEEL
- (66) STEERING WHEEL COLUMN
- (59) TRANSMISSION LEVER ON COLUMN
- (03) HARDWARE ITEM (SPECIFIC AREA UNKNOWN)
- (82) INSTRUMENT(S)
- (83) CONTROL KNOB(S) & LEVER(S) (FRONT)
- (84) PARKING BRAKE HANDLE IN FRONT
- (67) IGNITION KEY
- (06) MIRROR
- (04) HEATER OR AIR CONDITIONING DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLET(S)
- (08) RADIO (BUILT IN)
- (58) ADD-ON TAPE DECK, RADIO, A/C
- (68) ROOF MOUNTED CONTROLS/CONSOLES

## REAR

- (88) SURFACE OF REAR INTERIOR
- (23) REAR WINDOW
- (39) REAR WINDOW HEADER
- (50) REAR SEAT CUSHION & BACK

## INTERIOR-GENERAL

- (11) TRANSMISSION SELECTION LEVER (LOCATION UNK.)
- (59) TRANSMISSION LEVER ON STEERING COLUMN
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (07) PARKING BRAKE HANDLE (LOCATION UNKNOWN)
- (84) PARKING BRAKE HANDLE IN FRONT
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
- (29) FRONT SEAT-BACK(S)
- (51) FRONT SEAT CUSHION
- (50) REAR SEAT CUSHION & BACK
- (49) ARMREST ON SEAT
- (89) UNDER SEAT BOTTOM
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (87) AIR CUSHION SKIN (AIRBAG)
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (46) AIRBAG GAS
- (48) KNEE RESTRAINT
- (30) HEAD RESTRAINT
- (42) CHILD SEAT RESTRAINTS
- (43) CHILD SEAT
- (31) INTERIOR LOOSE OBJECT
- (32) OTHER OCCUPANT(S)
- (52) INTERNAL FLYING GLASS (FROM ANY SOURCE)
- (41) UNKNOWN INTERIOR SURFACE

## SIDES

- (20) SURFACE OF SIDE INTERIOR
- (19) HARDWARE ON SIDE OR DOOR
- (13) ARMREST ON SIDE OR DOOR
- (24) COAT HOOK
- (22) WINDOW GLASS (SIDE)
- (21) WINDOW FRAMES (SIDE)
- (26) ROOF SIDE RAIL
- (14) A-PILLAR
- (15) B-PILLAR
- (16) C-PILLAR
- (17) D-PILLAR

## FLOOR

- (40) FLOOR
- (27) CONSOLE ON FLOOR OR BETWEEN SEATS
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
- (91) KICKPANEL

## ROOF

- (25) ROOF OR CONVERTIBLE TOP
- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (26) ROOF SIDE RAIL
- (24) COAT HOOK
- (18) DOME LIGHT
- (39) BACKLIGHT HEADER
- (68) ROOF MOUNTED CONTROLS/CONSOLE
- (69) ROLL BAR

## EXTERIOR SURFACE OF CASE VEHICLE

- (37) OUTSIDE SURFACE OF CASE VEHICLE (SPECIFIC AREA UNKNOWN)
- (35) HOOD OF CASE VEHICLE
- (60) EXTERIOR OF CASE VEHICLE (E.G. OUTSIDE MIRRORS, ANTENNA, TRIM)
- (62) EXTERIOR SIDE ROOF RAIL OF CASE VEHICLE
- (63) TRUNK LID OF CASE VEHICLE
- (64) TIRES OF CASE VEHICLE

## BEYOND CASE VEHICLE BOUNDARY

- (36) AREA EXTERIOR TO CAR (SPECIFIC AREA UNK.)
- (70) HOOD OF OTHER VEHICLE
- (71) OTHER VEHICLE EXTERIOR HARDWARE (E.G. OUTSIDE MIRRORS, ANTENNA, TRIM)
- (73) EXTERIOR SIDE ROOF RAIL OF OTHER VEHICLE
- (74) HEADLIGHT OR FRONT GRILL OF OTHER VEH.
- (75) TRUNK OF OTHER VEHICLE
- (76) OUTSIDE SURFACE OF OTHER VEHICLE
- (77) TIRES OF OTHER VEHICLE
- (78) GROUND
- (79) WATER
- (80) EXTERIOR OBJECT (NOT VEHICLE, GROUND, OR WATER. PLEASE DESCRIBE.)

## PENETRATING OBJECTS

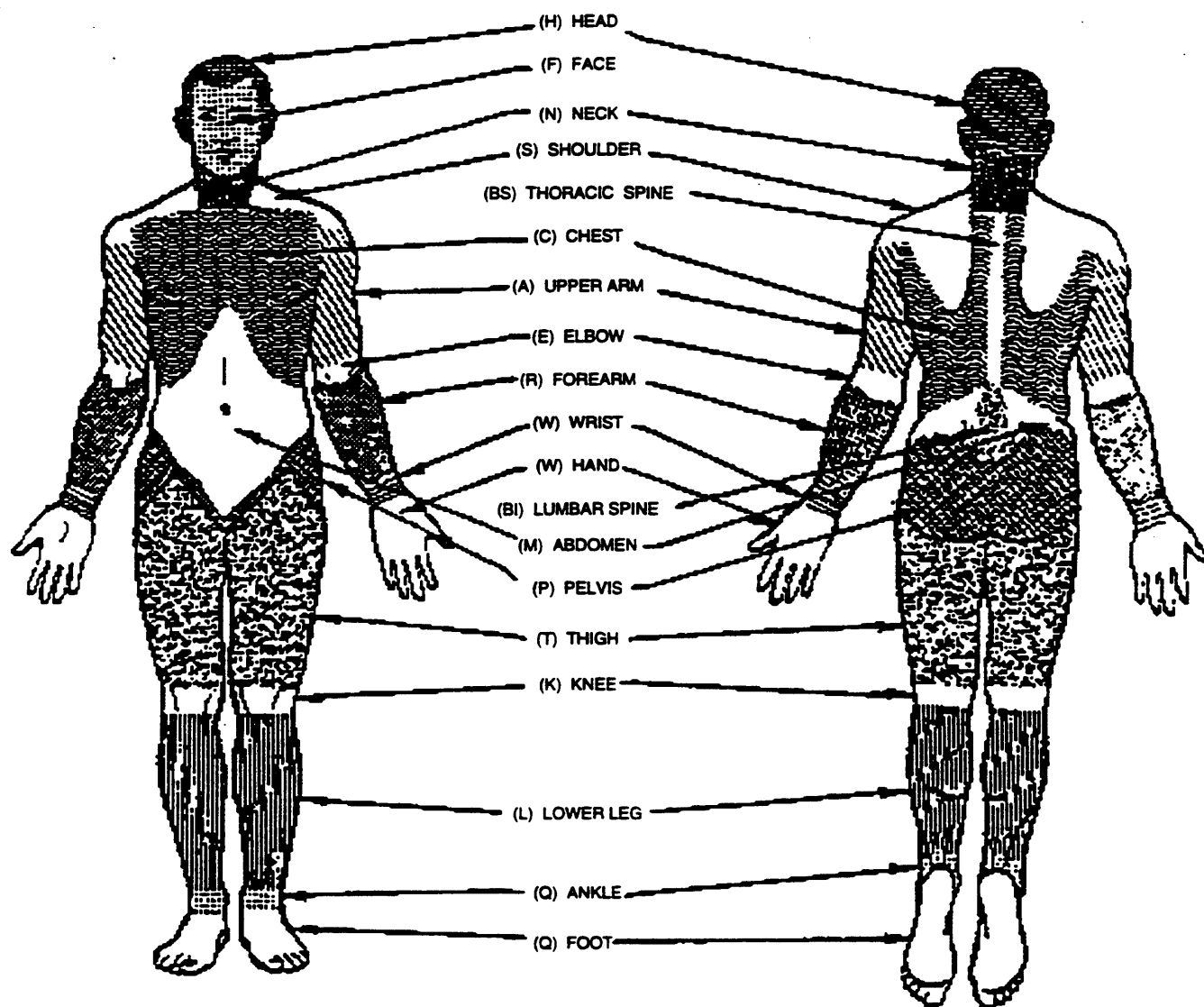
- (61) OTHER VEHICLE
- (72) OBJECTS (DESCRIBE)

## MISCELLANEOUS

- (00) NO CONTACT (INVALID FIELD FORM CODE)
- (38) OTHER (E.G. FIRE. DESCRIBE)
- (90) SPARE TIRE
- (96) INDUCED
- (97) EJECTED, UNKNOWN CONTACT
- (98) IMPACT FORCE, "WHIPLASH", HYPEREXTENSION/COMPRESSION
- (99) UNKNOWN AREA OF CONTACT

## INJURY CLASSIFICATION IC-3

THE FIGURE BELOW  
IS AN EXPLANATION OF THE BODY REGION CODES  
LISTED ON PAGE IC - 4.



## INJURY CLASSIFICATION IC-4

## CODES FOR OCCUPANT INJURY CLASSIFICATION (OIC)

**1 BODY REGION**

(H) HEAD/SKULL  
 (F) FACE  
 (N) NECK  
 (S) SHOULDER  
 (X) UPPER EXTREMITIES  
 (A) ARM (*UPPER*)  
 (E) ELBOW  
 (R) FOREARM  
 (W) WRIST/HAND  
 (C) CHEST  
 (M) ABDOMEN  
 (B) BACK  
 (P) PELVIC/HIP  
 (Y) LOWER EXTREMITIES  
 (T) THIGH  
 (K) KNEE  
 (L) LEG (*LOWER*)  
 (Q) ANKLE/FOOT  
 (O) WHOLE BODY  
 (U) UNKNOWN

**3 LESION**

(L) LACERATION  
 (C) CONTUSION  
 (A) ABRASION  
 (F) FRACTURE  
 (P) PERFORATION,  
 PUNCTURE  
 (K) CONCUSSION  
 (V) AVULSION  
 (R) RUPTURE  
 (S) SPRAIN  
 (D) DISLOCATION  
 (N) CRUSH  
 (M) AMPUTATION  
 (B) BURN  
 (G) DETACHMENT,  
 SEPARATION  
 (Z) FRACTURE AND  
 DISLOCATION  
 (T) STRAIN  
 (E) TOTAL SEVERANCE,  
 TRANSECTION  
 (O) OTHER  
 (U) UNKNOWN

**4 SYSTEM/ORGAN**

(S) SKELETAL  
 (V) VERTEBRAE  
 (J) JOINTS  
 (D) DIGESTIVE  
 (L) LIVER  
 (N) NERVOUS SYSTEM  
 (B) BRAIN  
 (C) SPINAL CORD  
 (E) EARS  
 (O) EYES  
 (A) ARTERIES  
 (H) HEART  
 (Q) SPLEEN  
 (G) UROGENITAL  
 (K) KIDNEYS  
 (R) RESPIRATORY  
 (P) PULMONARY/LUNGS  
 (M) MUSCLES  
 (T) THYROID, OTHER  
 ENDOCRINE GLAND  
 (I) INTEGUMENTARY (*SKIN*)  
 (W) ALL SYSTEMS IN REGION  
 (U) UNKNOWN

**2 ASPECT**

(R) RIGHT  
 (L) LEFT  
 (B) BILATERAL  
 (C) CENTRAL  
 (A) ANTERIOR/FRONT  
 (P) POSTERIOR/BACK  
 (S) SUPERIOR/UPPER  
 (I) INFERIOR/LOWER  
 (W) WHOLE REGION  
 (U) UNKNOWN

BODY REGION	ASPECT	LESION	SYSTEM/ORGAN	SEVERITY
1	2	3	4	5

**5 SEVERITY  
(OR "AIS", ABBREVIATED  
INJURY SCALE)**

(0) NONE  
 (1) MINOR  
 (2) MODERATE  
 (3) SERIOUS  
 (4) SEVERE  
 (5) CRITICAL  
 (6) MAXIMUM  
 (9) UNKNOWN

Case No.: UM-3699-98

Case Veh. (A): 1998 Plymouth

Type: Breeze, 4-door sedan

Driver: 57-year-old male

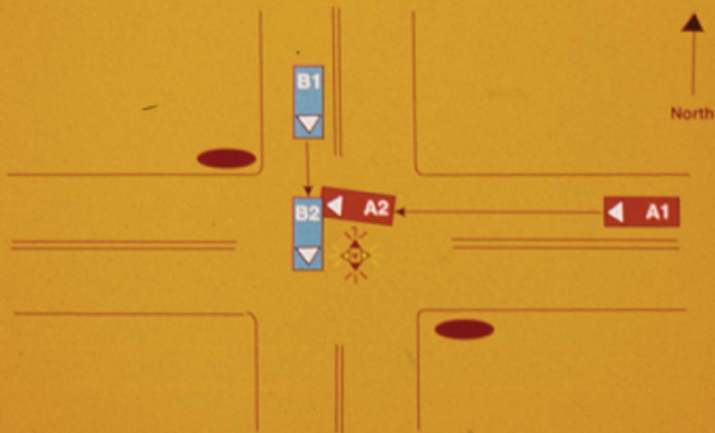
Vehicle (B): 1996 Toyota Avalon XL, 4-door sedan

Weather: Fog

Road Surface: Wet

Road Construction: Asphalt

Light Conditions: Daylight





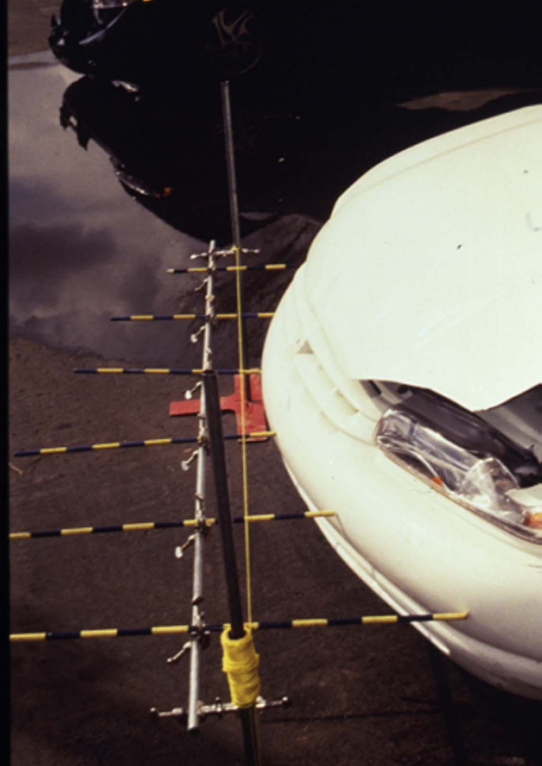


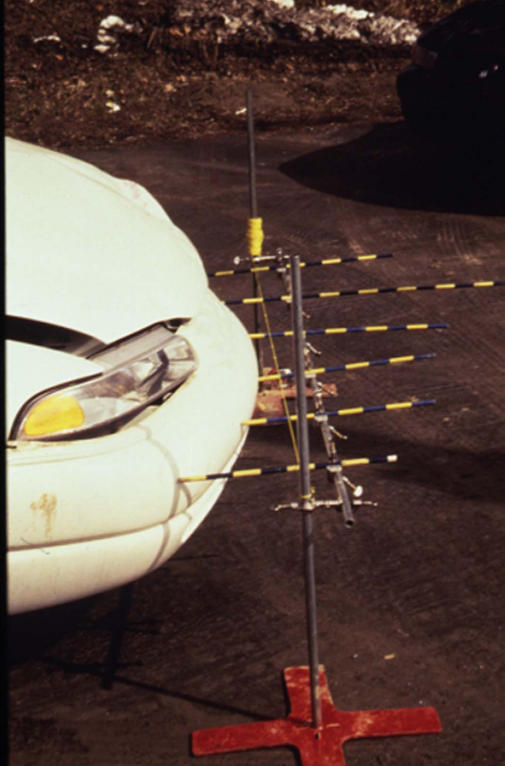










































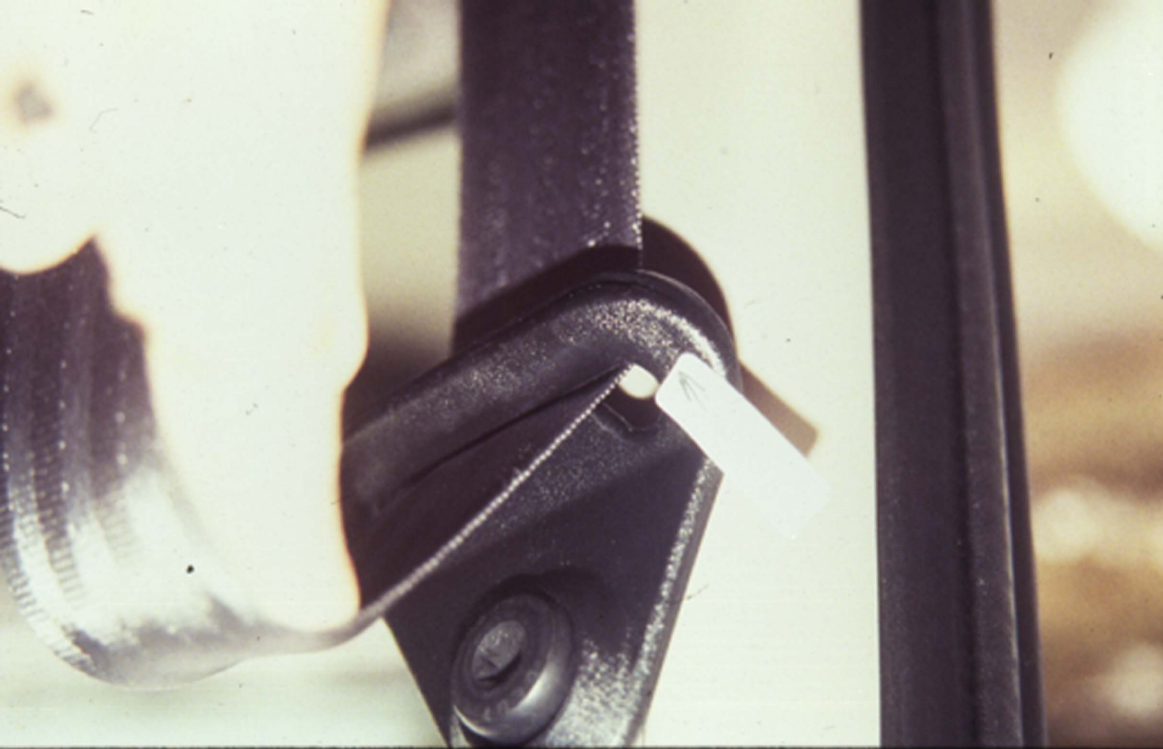






















CASE NO.: UM-3699-98

CASE VEHICLE: 1998 Plymouth

TYPE: Breeze, 4-door sedan

OCCUPANT: (Driver): 57-year-old male

STATURE: 180 cm (5 ft 11 in)    MASS: 122 kg (270 lb)

RESTRAINTS: 3-point restraint worn, airbag deployed

SEVERITY:    MAIS - 3    ISS - 10

